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BALTIMORE, AUGUST 16, 1900.

Collis P. Huntington.

The sudden death of Collis P. Huntington was a shock to the South. Mr. Huntington was a type of the successful, hopeful, American citizen, full of faith in his country's future and full of active deeds making to substantial progress. Sixty-five of the seventy-nine years of his life were full of vigorous, energetic work, successful, because of his comprehensive grasp upon ultimates, the fertility of his resourcefulness and the promptness and decision of his acts. He was one of the great leaders in American development, one of the great builders of the country. His mind was distinctly constructive, and wherever his influence has been felt, there material prosperity has been guaranteed.

Fifty years ago his business enterprises brought him in close personal touch with the South and West, and the knowledge thus gained of the immense resources of those sections was later a mainspring of his career as a great railroad builder. Forty years ago he was a moving spirit in a successful plan for linking the cis-Mississippi country with the Pacific coast. Great as was that achievement—great because of its pioneer character—it has been overshadowed by his later undertakings, such as the construction of the Southern Pacific Railroad from San Francisco to New Orleans and the consolidation of the Central Pacific and other systems in Arizona, Southern California, New Mexico, Texas and Louisiana, the San Francisco and Portland line and the Morgan steamship line in the Southern Pacific Company, and his connection with the Chesapeake & Ohio Railway, the Kentucky Central, the Louisville, New Orleans & Texas, the Mississippi Valley Company, the Pacific Mail, the Old Dominion Land Co. and others.

Among his latest ventures was the founding of Newport News, which has become an important industrial center, a great seaport and the site of a flourishing ship-yard, one of the greatest in the world. Less than two weeks ago Mr. Huntington spent a day at Newport News, and talked most entertainingly of the future of that city. He will be missed there; he will be missed at Galveston, where about \$2,000,000 is now being spent in building terminals and warehouses for the Southern

Pacific; he will be missed at Hampton, where the industrial school, largely a result of his benevolence, is contributing to the practical and safe working out of the negro problem; he will be missed at his own home, Westchester, where his liberality was manifested in the endowment of a public library; he will be missed by the whole country, of which he was an honored and inspiring citizen.

The South's Exports.

In the summing up of this country's commerce of the fiscal year the exhibit made by Southern ports is gratifying to everybody interested in the trade development of the cities on the South Atlantic and Gulf coasts. The points of the exhibit to be particularly noted are:

More than one-third, or, definitely, 34.6 per cent. of the outward commerce of the year passed through Southern ports.

Nearly, if not quite, one-third of the material exported originated in the South.

The percentage of gain in exports at all Southern ports was above the percentage of gain for all ports.

The gain in exports at Southern ports was 43.7 of the total gain at all ports.

Most of these facts become evident as the following figures are studied. The gains by grand divisions are these:

| Division. | Increase. | Gain. |
|---------------------|---------------|-------|
| North Atlantic..... | \$65,432,102 | 9.8 |
| South Atlantic..... | 27,382,672 | 13.5 |
| Gulf..... | 45,742,997 | 21.9 |
| Pacific..... | 14,149,414 | 24.7 |
| All other..... | 14,455,884 | 16.1 |
| Total..... | \$167,163,069 | 13.6 |

Manifestations at individual Southern ports were as follows:

| Port. | 1899. | 1900. |
|-------------------------|-----------------|-----------------|
| Baltimore..... | \$107,156,240 | \$115,530,378 |
| Beaufort, S. C..... | 940,134 | 189,908 |
| Brunswick, Ga..... | 10,421,488 | 7,373,487 |
| Charleston..... | 8,059,158 | 7,151,720 |
| Fernandina..... | 2,424,496 | 2,588,808 |
| Newport News..... | 28,177,817 | 34,758,323 |
| Norfolk..... | 13,831,233 | 13,112,096 |
| Panama, N. C..... | 3,855 | 2,005 |
| St. Johns, Fla..... | 176,308 | 263,611 |
| St. Marys, Fla..... | 19,273 | 4,944 |
| Savannah..... | 24,029,572 | 38,251,981 |
| Wilmington..... | 7,586,526 | 10,975,511 |
| Apalachicola..... | 396,436 | 424,783 |
| Brazos de Santiago..... | 194,572 | 209,775 |
| Corpus Christi..... | 6,214,777 | 6,205,430 |
| Galveston..... | 78,476,681 | 85,657,524 |
| Key West..... | 1,742,315 | 1,395,326 |
| Mobile..... | 8,902,119 | 13,205,324 |
| New Orleans..... | 87,983,277 | 115,858,764 |
| Paso del Norte..... | 5,023,235 | 6,519,819 |
| Pearl River..... | 1,704,939 | 1,687,563 |
| Pensacola..... | 14,214,690 | 14,413,522 |
| St. Marks, Fla..... | 3,696 | 6,300 |
| Saluria..... | 2,868,878 | 7,392,110 |
| Tampa..... | 956,235 | 1,457,255 |
| Total South..... | \$411,517,908 | \$484,643,577 |
| Total U. S..... | \$1,227,023,302 | \$1,394,186,371 |

Of the eighty-three ports included in this year's summary only twenty-eight show decreases in exports compared with the figures of 1899. Of these, but nine are Southern ports, three of them being on the Gulf. There are decreases at seven North Atlantic ports, three Pacific and nine interior and lake ports.

The twenty-one North Atlantic ports increased their exports from \$667,928,573 to \$733,360,675, or \$65,432,102; the twenty-five Southern ports from \$411,517,908 to \$484,643,577, or \$73,125,669; the nine Pacific ports from \$57,721,955 to \$71,871,369, or \$14,149,414, and all

other ports from \$89,854,866 to \$104,310,750, or \$14,455,884—a total increase in the country from \$1,227,023,302 to \$1,394,186,371, or \$167,163,069. It is notable that while the bulk of the increase at North Atlantic ports was due in great measure to the increase of about \$59,000,000 at one port, New York, the increase at Southern ports was more generally distributed. It was \$27,865,487 at New Orleans, the total at that port exceeding that at Boston by more than \$3,000,000, and that at Baltimore by more than \$300,000; \$14,222,409 at Savannah, \$8,374,138 at Baltimore, \$7,180,843 at Galveston, \$6,580,506 at Newport News, \$4,523,232 at Saluria, \$4,304,215 at Mobile and \$3,388,985 at Wilmington. The great gain on the Pacific coast was due to the increase of more than \$10,000,000 at San Francisco.

These figures indicate the trend of foreign trade as affected by the internal conditions of the country during the past two years and the developments of its newer foreign relations. They show the increasing tendency of goods to move through Southern ports—goods from many parts of the country. At present the greater portion of the exports in that direction originate in the South. The exports of goods practically Southern and only Southern in origin during the year were \$241,832,737 raw cotton, \$14,127,538 cotton oil, \$12,474,194 naval stores, \$11,229,188 cottonseed cake and meal and \$6,376,367 crude phosphates. The South also supplied exports common to the whole country to about the following extent, according to a fair estimate: \$30,000,000 mineral oil, \$30,000,000 tobacco, \$18,500,000 timber and lumber, \$13,000,000 cotton goods, \$11,000,000 live-stock, \$8,500,000 coal and \$3,000,000 pig-iron. With these must be reckoned the contributions of the South in raw material and manufactured stuff of wood, iron, steel, grain, flour, hides, leather, fruit and provisions of one kind and another, reaching probably \$50,000,000 in value. The total of the South's contributions is thus seen to be at least \$450,000,000.

Allowed to develop on right lines, under the spur of enterprising home capital and that judiciously placed from outside, the proportion of raw material in Southern exports will tend to become less. Already experimental exports of Southern steel have been made—a logical sequence of the successful experiment with Southern iron of a few years ago. The East and Latin America are rich fields for Southern-made cotton goods, and the islands skirting the southeastern coast must become better markets for Southern flour, cattle, lumber and other products. The next few years should show a marked advance not only in the total of Southern-grown exports and of exports from other parts of the country moving through Southern ports, but also of Southern manufactured exports. That will mean a full realization of Southern resources and opportunities.

The South and China.

Whatever temporary drawbacks upon American industry there may be because of the war in China, the consensus of expert opinion is that the United States must be peculiarly benefited by the restoration of peace. The resources for trade among the 400,000,000 inhabitants of China have hardly yet begun to be realized. The commerce of the United States has made considerable progress in China during the last few years, but that will be as nothing compared with the progress which will come with the extension of railroads, the upbuilding of manufacturing industries and the development of mineral resources of the empire. The conservative attitude which the United States have maintained since the trouble began and their contention for the preservation of the territorial and governmental integrity of China must have a marked effect in the cultivation of friendly relations with this country when the present difficulties have been overcome. The South is especially interested because of the fact that Southern cotton mills have been supplying much of the cotton goods which have already obtained such a hold in the north of China. The Southern cotton manufacturers who may have begun to be apprehensive will find solid comfort in interviews which the New York Commercial has had with representative men of the metropolis concerning the outlook in China. Mr. C. S. Addis, who has had large experience in Chinese commercial and financial matters, is quoted as follows:

No one need fear that the present disturbances in China will permanently injure American trade with the empire. This is especially true as regards the business in cottons. I do not think the trouble will last long, and once the allies enter Peking I look for such guarantees being exacted of China as will greatly redound to the benefit and enlargement of trade. In the first place, the powers will so arrange matters that another such disturbance as the present one will be impossible, and secondly, in the final settlement I strongly anticipate the opening of hitherto closed rivers to free navigation for foreign trade, as well as a great increase in the number of treaty ports, all of which cannot fail to conduce to the extension of American cotton and other interests. This was the prevailing view in London when I left there last week, and I feel convinced the British government will so use its influence that many undeveloped markets will be thrown open to unrestricted trade.

Mr. J. Lewis Schaefer of W. R. Grace & Co. said:

Of course, the present trouble in China will interfere with the exportation of cotton goods to China; in fact, it has already stopped shipments; but when order is finally restored there is no reason why our cottons should not find as large a market as formerly. The chances are, provided the "open-door" policy is adhered to, that much larger markets will be presented for development. While the Boxer movement has succeeded in working up many of the natives to a frenzied hatred of everything foreign, when the uprising is put down it will be found that very little prejudice will remain. The Chinaman is nothing if not practical, and he knows our cottons are cheap and serviceable, and he will become a good customer again. Naturally at this juncture native merchants have ceased buying, goods are not moving out of the warehouses at the

principal treaty ports, and cottons from this country are held back, but we are likely to be the gainers in the end, as the great supplies of food products, clothing, etc., ordered or to be ordered in the United States by the allied governments will probably more than compensate for the temporary suspension of the cotton-export business.

A member of a prominent export firm, who believes that there will be an enormous demand in China for nearly everything we make, said:

Raw cotton for manufacturing purposes will have the call. The finished goods, however, rather than the raw article, will be in the most demand. American-finished cotton goods are preferred today in China, and I have no doubt that the export of this class of goods will enormously increase. Another important point bearing on the growing demand for our goods in China is the fact that the Americans have always been honest in their dealings with the Chinese, and this has been the magnet that has drawn them to patronize our products. Another point is that the goods we send there are far superior to those received from any other country, and proof of this is shown in the fact that the manufacturers of other nations have endeavored time and time again to counterfeit our goods, but have failed. Heretofore trade with China practically only extended along the coast of that country; consequently the trade of the world has been hampered; but when the interior will be opened up to commerce the demand for everything will be enormous, and the producers of America will unquestionably secure the lion's share of business.

He pointed out that one of the great needs would be vessels to carry the goods. This same point was made by Mr. A. B. Hepburn, vice-president of the Chase National Bank. Other gentlemen, such as Archer Brown of Rogers, Brown & Co., R. J. Houston of B. Houston & Co., Jesse Lewishon and others, expressed the belief that the demand would include lumber, copper, iron and steel for bridges, buildings, rails and rolling stock and electrical supplies. The South is more or less interested in all these projects and cannot fail to be immensely benefited in the extension of the markets for them and in prompt measures for making the markets available.

A Lesson in Economics.

War in the distant East has added strength to the discussion of the British coal supply of the future, indicated by the fact that a parliamentary bill providing for the prohibition of the export from England of munitions of war has been amended so as to apply to coal. The Colliery Guardian, commenting upon the measure, points out that England has no monopoly of coal; that America possesses the best steam coal, and is only anxious, should the turn of freights allow, to compete with Great Britain all over the world, and that the actual effect would be to hamper British trade and industry and to close to it markets which could never again be recovered, the British carrying trade being compelled to seek coal elsewhere. The Guardian contends that South Wales is affected by the subject more than any other part of the Kingdom, as an enormous amount of capital is invested in the industry and a tremendous population is dependent upon it. It further points out. In discussing the price of coal, that the wages question must not be lost sight of, and much will depend upon the reasonableness of the workmen, and it adds significantly that "the margin between American and British prices is not impassable, and there is much wisdom in the fable of the goose that laid the golden egg."

"The reasonableness of workmen" is a phrase to be well pondered, not only by British workmen, but by those of America, and particularly those of the

Southern States, in connection with the wisdom of another fable of the monkey which used the cat to pull the chestnuts from the fire. Workmen in the engineering trades of England will not soon recover from the effects of the great strike in their line of two or three years ago. They not only lost great sums actually, but a great deal more potentially, for it cannot be doubted that much of the gain of the American trade in manufactured goods was due to the handicap upon similar English trade placed there by the strikers. So one of the causes of the high prices of coal in England and the consequent glance toward American coal resources was the strike in South Wales in 1898.

The United States have not been slow to take advantage of these cripplings of English industry, and may be expected, under reasonable conditions, to increase their advantage. The lessons taught thereby should not be lost upon the thousands of Americans interested directly or indirectly in the maintenance of the stability of American industry, whether cotton manufacturing, the iron trade or coal mining is involved. The Southern workmen especially should view with suspicion emissaries of discontent who approach them from the outside. As a rule these emissaries are shrewd enough to escape the clutches of the law. But they are capable of doing the workman a vast amount of ill under the guise of encouraging friendly co-operation with their fellows elsewhere. The question for Southern workmen to ask whenever one of these agitators approaches them is whether he represents the real interests of labor, or whether he is the paid employe of rival industries which hope to gain in the crippling of Southern ones.

Trade in the East.

Events of the past two months have tended to befog to some extent the trade situation in the East, though the immense interests of the United States in that direction remain clearly defined. Now and then a bit of information or comment comes to light explaining the half-concealed developments in China, and explaining them apparently by reference to the advance of American trade in Eastern Siberia. Two or three weeks ago the Manufacturers' Record published an extract from a Russian newspaper detailing the progress of the trade through Vladivostok of American flour, iron, household utensils and other products. Now the Paris correspondent of the London Financial Times, commenting upon a letter from Vladivostok in a Parisian economic paper discussing the extraordinary activity displayed by American commercial agents in Siberia, says:

Having accumulated enormous quantities of American manufactured goods at Vladivostok and other places, these agents are now disposing of their goods with ease all along the line of the Trans-Siberian Railway, even into the Chinese territory of Manchuria, as far as the line reaches. The local buyers are far from complaining of this unexpected competition, for it is all to their advantage, but the Russian merchants and native manufacturers are in a state of alarm, and the loss of trade resulting from American competition has aroused them from their usual apathy. Most urgent and disturbing petitions are being continually addressed to the Imperial government at St. Petersburg imploring the Czar to save the native manufacturer from ruin by taking steps to prohibit the selling of American manufactured goods on Siberian markets. The American agents, who appear to have been especially selected for business ability and smartness by their United States employers, offer the most varied selection of goods, products of every conceivable kind

being shipped to Vladivostok. Nor is this all; clever American representatives have recently succeeded in obtaining large concessions of land along the line of railway, upon which they are already putting up factories and employing native labor. In some cases the Americans have even obtained a number of mining concessions. What measures can the Imperial government enforce to protect native industry? The question is most complex, for whilst the Russian authorities note with surprise that so far the foreigners—particularly the Germans and the Americans—have derived more profit than the Russians out of a railway upon which many millions sterling have been spent, they hesitate to alienate the good-will of a great country, such as the United States, by taking drastic measures against the import of American manufactured goods, and this more especially at a time when the Russian government is seeking financial aid in America. Not only so, but it is an open secret that in years to come Russia looks to America as her great financial field, and it is therefore probable she will endeavor to make some concession to American trade. It is not the Russian, but the foreigner that is gradually getting hold of all the principal commerce of Siberia. Even as it is, German commercial houses reign supreme at Vladivostok, and now these latter find themselves face to face with energetic American competition. This is truly a curious development of Russian expansion in Asia.

Such comments are straws in the wind of commerce. They are worth noting, even though they may be straws set afloat in the air by artificial means for the purpose of concealing the direction of the real trade-winds.

The Charleston Exposition.

Mr. J. C. Hemphill, manager of the department of promotion and publicity of the South Carolina, Interstate and West Indian Exposition, to be held at Charleston next year, is preparing to send out a mass of literature bearing upon the subject. The enterprise already shown in increasing interest in the exposition is a guarantee that the matter to be circulated under the direction of Mr. Hemphill will be of such a character that the press of the country, particularly the Southern press, will find it to its benefit to make liberal use of it. The Charleston Exposition will be a magnificent opportunity for the Southern States to give another exhibition of their developing resources, and for the whole country to bring within easy compass exhibits of trade and industry, with special reference to the new fields open for them as a result of the Spanish-American war. The best way to secure the best exhibit is for every newspaper to do its best to stir up a lively interest in all parts of the country in the exposition.

It seems to us that the Baltimore Manufacturers' Record goes very far out of its way in continually lambasting Mr. Bryan and styling the mass of Southern people as hot-headed and wrong-headed demagogues and ignoramuses. The Manufacturers' Record should leave that for partisan republican newspapers to do. The feeble plea that it does this because it is Southern itself and loves the South makes it worse. It takes a mean advantage of its innocent and unsuspecting subscribers.—Ocala (Fla.) Banner.

The Banner makes a false charge. It knows that the Manufacturers' Record never made such statements about the Southern people, and it knows that the Manufacturers' Record has for nearly twenty years unceasingly praised the people of the South. In season and out of season it has ceaselessly worked for the upbuilding of the South and for the creation of enterprises that would give employment to people and enrich this section. It has bitterly opposed the demagogic politicians who have sought to mislead the South for their own good. But why waste time setting straight papers which knowingly misrepresent the position of the Manufacturers' Record

and which say that the people of the South are so "innocent and unsuspecting"—in other words, so half-witted that they could be taken in in such a way. Shoo fly!

The Manufacturers' Record vigorously denies that it had anything whatever to do with sending out the Sam Jones article on trusts and promising valuable advertising as an inducement to get it published. In this the Manufacturers' Record is clear. The Jones fulmination was sent out by the N. W. Ayers Advertising Agency. Only a very few Texas papers bit, and they were of the class that grab at anything.—Beaumont (Texas) Journal.

The Journal doesn't have many good words for the Manufacturers' Record, but it is honorable enough to publish the foregoing, although it had not charged us with such a stupid piece of business, but we haven't noticed, however, that the Columbia (S. C.) State has made any such correction, though it did make such a charge.

In a letter to the Manufacturers' Record the Western Tie & Timber Co. of St. Louis writes:

We appreciate fully the valuable work your publication accomplishes, and have realized for years that the advancement of the South is due largely to your efforts.

A Southern Tariff.

Editor Manufacturers' Record:

How often do I think that General Hancock shot not very wide of the mark, perhaps, when he said that tariff is merely a local issue. Is it not possible that the Southern ballot-box may show some surprising results at no distant day? Does not one's own self-interest influence him to a great extent when he casts his vote? Does not business guide the ballot as it guides many other affairs in life?

In this busy little suburb of Atlanta the weird song of the negro hod-carrier is heard from three huge cotton mills which are rapidly going up, while the oil mill, saw works and factories for horse-collars, wagons and fertilizers are in a rush to supply the constantly-increasing orders. All these seem to furnish sufficient evidence that a new era is at hand. We seem to be rapidly departing from the old methods of shipping raw material to the East and then buying it back again in the shape of manufactured goods after paying manufacturers' profits and freight both ways. We are making things ourselves now, and so rapidly are we branching out on these lines that imagination may readily print our New England brother coming to us for products instead of material.

As conditions change will our politics change likewise? Will protection, which has so long extended its fostering care over Eastern hills, now spread its wings and hie away to sunnier Southern fields? "Coming events cast their shadows before," and already through the South these questions are being mooted; nor is the questioner burned at the stake for a political heretic. It may be almost positively asserted that within a decade or two there will be a tremendous shaking up and rearrangement on the industrial and political chessboard. Wouldn't we smile in grim humor to see New England clamoring for free trade, while the South says "It's our turn now."

Oh, shade of the departed Calhoun! The Southern loom supplants thy logic, and the Southern spindle pleads for protection!

G. A. K. STEVENS.

East Point, Ga.

The output in the Joplin (Mo.) district during the week ended August 11 was 8,487,450 pounds of zinc ore and 1,043,710 pounds of lead ore, valued in all at \$132,535.

COLD FOR THE SOUTH.

Chicago a Market for Refrigerating Machinery.

[Special Cor. Manufacturers' Record.]

Chicago, Ill., August 13.

Chicago has more than sustained its reputation as a market for ice-making and refrigerating machinery, the several prominent manufacturers having done an excellent business, with many of the plants contracted for this season still in process of construction, so crowded have been the makers. The number of new ice plants built since the first of the year surpasses the record of any seven months for several years, and, judging from the sulphuric tendency of the thermometer in all parts of the United States the past week, the necessity of the ice machine was never more fully realized or its usefulness more popular than during the truly robust hot weather, when it was really good to be the ice man.

Competition among manufacturers has been sharp, while the demand is for the best improved machines. The material and workmanship entering into the different parts of each apparatus is necessarily guaranteed to be the best, which has been the means of raising the efficiency of ice machinery to the highest standard possible consistent with the demand.

The number of ice plants installed in the South by Western manufacturers is conclusive evidence of the great progress being made in that field in the way of general industrial development. The wide range in which electricity is now used in the Southern States has enabled the ice plant to be installed at less expense than formerly, when the question of power was the first item involved. The great practicability to which ice machinery has been developed, particularly by our Western manufacturers, also brings the facilities within reach of every live, growing community that wishes to be its own manufacturer.

What is true in ice-making is also true in similar relation to electrical machinery and apparatus, electric-light specialties, fire systems, etc., as regards the Chicago market, this city being headquarters for the latest and best inventions in existence. Chicago's manufactures have become so diversified and complete that consumers do not have to go from home to find anything produced in the field of mechanical arts. Some readers of the Manufacturers' Record may possibly marvel at this immensity of Chicago's industrial requirements, but the majority of the observing ones who attended the World's Fair in 1893 haven't forgot what the city was then, and it has been forging ahead continuously every year since, the old firms enlarging their plants and new concerns building new ones, the combining influences of all contributing to the greatness and reputation of this market.

Having referred to Chicago as a producer of modern fire apparatus, it is unnecessary to say that many of the best systems in use throughout the United States were made here. Much of the best equipment in the Southern cities was supplied by our manufacturers, and a still larger trade is looked for from that direction in the future. A Chicago firm that finds its Southern business growing successfully is the Miller Chemical Engine Co., manufacturer of general firemen's equipments. It is having a large trade in the Miller chemical fire extinguisher, for safety against the spreading of flames in stores, factories, public buildings, etc., the Miller fire pail being also a specialty well adapted for the same purpose.

Mr. Miller reports a good summer trade

and a steady volume of inquiries. The demand from the South has been rather limited, probably for the want of closer business relations between our manufacturers and Southern municipalities and fire chiefs, but the company here referred to has its goods in all parts of the South, where the demand is on the increase, with its trade growing.

In the mining machinery and supply line the M. C. Bullock Manufacturing Co. is among the oldest and foremost in the West. It has had a large export trade this year. The Southern demand is looked after carefully, especially in the coal-mining districts, where the company's diamond drills are celebrated for their durability. Summer business, the company reports, has been quite satisfactory, with an increasing volume of inquiries for fall and winter needs.

The Chicago House Wrecking Co. reports numerous inquiries for heavy engines and special machinery, which is taken as indicating that a good fall buying movement is near at hand. The company buys and sells everything in the machinery line, and when it comes to buying out a plant in any part of the country it takes everything that goes with it, as in the purchase of the Omaha Exposition buildings last year it held title to the fish in the lagoons. Thus a large collection of specialties, many of the material class of which undergo thorough repairs and afterward classified, are found constantly on hand to meet the demand of the thousands of customers that come to the company for supplies, which range from 300 and 400 horse-power boilers to tack hammers.

A Chicago house doing a good business in the South is the John Davis Company, manufacturer of steam specialties, plumbing and water goods, etc. Its goods are sold by the leading supply houses at the principal Southern distributing centers. The claim the company makes for its large business in steam goods is that they save coal, prevent accidents and insure great efficiency of service. Besides an extensive line of valves, the company makes steam separators, pump governors, steam traps, water columns, water motors, water filters, automatic boiler feeders, etc. Having a complete stock on hand, the company can furnish steam users with complete boiler outfits at short notice. It is also prepared to make any special device for steam-heating plants.

The South is represented in Chicago this week by several thousand visiting merchants from Kentucky, Tennessee, Alabama, Mississippi, Georgia, Louisiana, Texas and Arkansas. The Illinois Central brought in five sections yesterday, consisting of fifty-eight passenger cars, thirty-six of which were Pullman sleepers, while many of the merchants came over the Eastern Illinois and other lines. It is estimated that in all about 5000 business men are taking advantage of the present opportunity of cheap rates to visit this market, and many will extend their trip on the lakes for pleasure and pastime. Local wholesale houses will practically devote the week to entertaining their Southern patrons and prospective buyers, who report their respective sections in a most prosperous condition. This is the fourth annual excursion of merchants from the South, and brings the largest number of buyers of any previous year. The merchants are buying the best class of goods, and express great satisfaction with the spirit of Chicago houses and the special opportunities to be found in this market.

H.

The South Texas Abstract Co. at Galveston is being formed by R. M. Nash and others, with \$15,000 capital stock.

BUSINESS AND POLITICS.

Their Relations Viewed by Southern Men.

Touching its recent editorial on the business of politics, the Manufacturers' Record has received several letters from Southern business men of more than general interest. They are as follows:

F. B. Gordon, president Columbus Manufacturing Co., Columbus, Ga.: "I beg to acknowledge receipt of your circular-letter of the 2d inst., requesting some expression of my views as to your editorial 'The Business of Politics,' in the issue of the 2d inst. In reply I would say that I have read said editorial with interest and profit. Unquestionably your views should and will receive the endorsement of the great majority of broad-minded Southern business men. Never in her history has the South had such an opportunity as the present to prove to the country at large that she is ready and anxious, without regard to party, to welcome such national legislation as will assure her own material aggrandizement. There should be no conflict between the sentiment of the 'Old South' and the progressiveness of the 'New South' along this line. In the best minds of this favored section there is none.

"Throughout the entire South today it will be found that the leaders in industrial development are noble-minded men who cherish most persistently, and rightfully so, the sacred memories of the South's greatness under former conditions, but who are above the narrow and ignorant prejudice which seems to sway the minds of so many small politicians and editors. This latter class is not confined to this section, but the South's gradual transition from a purely agricultural country to what will be one of the greatest industrial centers of the world offers to the demagogue special opportunities for his deadly calling. This class is entirely too numerous, but is no doubt diminishing in the South today. Many of them are wholly honest in their opinions; too many of them, unfortunately, are not so.

"The progress wagon, however, rolls along. The fellows with the blocks are getting from under the wheels and wanting seats on top. The fair-minded and impartial utterances of your paper will drive many of them to a healthier and more patriotic view of the true situation and the real needs of this section. More men will cast aside the 'shibboleths' of party and vote for such principles as will aid the South in the rapid development that is now so well under way.

"I intend this as no special plea for 'republicanism,' so-called, but as an appeal to Southern business men to beware of 'democracy,' so-called, when it chooses as leaders men who, if elected, are pledged to secure legislation antagonistic to the best progress of the South, and who will have nothing to offer us but a few political offices.

"Let us train fewer young men to spout political 'flub-dub' and more who will be qualified to manage industrial enterprises. Let us send our boys to technical schools, and cease importing skilled foremen; then we will have a race of men who will build up the South and force her to the front, not only commercially, but will hold the balance of power in the national legislative halls."

E. C. Camp, president Coal Creek Coal Co., Knoxville, Tenn.: "We fully endorse your most able efforts to impress upon our Southern business people the principles of sound money, wise expansion of our possessions, open-door policy as to China, the support of good government rather than party ties, the repudia-

tion of free silver and the enactment of wise laws by our Southern States, whereby capital and citizens may be invited to our midst. Being a large shipper of coal to the mill-owners and others of our business men in the South, we have reason to know that in the coming contest they will have little or no sympathy with the Bryan principles, and that the prosperity which now exists, and of which we so well feel assured will be so maintained even to a greater extent under the present administration, especially in view of the policy to be inaugurated of constructing the Nicaragua canal, that there will be no disposition to make a change in our administration."

John R. London, president and treasurer Victoria Cotton Mill, Rock Hill, S. C.: "While every Southern business man who has read the Manufacturers' Record must admit that it has done great work in building up industries in the South, I am sorry that we do not agree in politics—that you advocate the McKinley platform on account of its monetary plank. One of the strongest planks in the republican platform is that the fourteenth amendment of the Constitution should be carried out to the letter, adopted by a convention presided over by Mr. Lodge, author of the infamous force bill. All the papers advocating the election of Mr. McKinley are demanding a reduction of our representation in Congress. Besides these objections, there are others in the republican platform which I do not think a Southern man can approve. Neither is it in a business point of view his interest to do so."

N. F. Cherry, president Cherry Cotton Mills, Florence, Ala.: "I cannot forego the pleasure of giving you a full endorsement of your platform, 'Business of Politics,' believing, as I do, that you have not during your years of editorial work, so acceptable to the country, put forth anything that is more patriotic, broader in its truthfulness and concerning the general welfare of all, than your article on this question. No one without prejudice could regard your words in any other light than an argument for promotion of the prosperity and well-being of the whole country in all its departments of business. In 'Business of Politics' you strike a key that develops a truth that too many, I fear, have not found, and that is, that party principles that do not protect and foster individual rights of property in the affairs of government, State and national, are not tending to the business of politics, but tend to demagoguery of the lowest type. Any so-called political principles that are not means for the promotion of the general good of country have their result in demagoguery, and from such principles save us if you can. Your article should be read by all business men that 'mean business.' Such men will approve the means that promote and develop the truths promulgated."

Building Big War Vessels.

Discussing the facilities at Baltimore and Richmond for the construction of the largest warships designed by the government, Rear Admiral Melville is quoted in the Richmond Times as follows:

"These ship-yards have now the plant, the water, the space and the technical forces to build battleships, armored cruisers and large protected cruisers, the type of vessels included in the fourteen for which bids are shortly to be asked, and representing the most extensive plan of shipbuilding ever undertaken by the American navy in a single year.

"The Sparrow's Point Company is the only Maryland concern now competent to bid on these ships with any probability of receiving an award, and from my per-

sonal knowledge of the work it is turning out, I am confident it can successfully compete with some of the larger concerns. Baltimore has not for years actively engaged in building ships for the navy, the last of any considerable size built there being the Montgomery and Detroit. These were fine ships, although delayed in their completion beyond contract time.

"There is ample water on the upper Chesapeake bay for battleship construction, and all we need is the proper mechanical genius to carry on the work. Three destroyers are now building there, and they will all no doubt prove to be fine specimens of naval architecture.

"At Richmond there is a plant that, in my judgment, cannot only build torpedo-boats, but any size and class of warship the navy requires. Torpedo-boat destroyers, a new cruiser and a submarine boat are now building there for the navy, and I see no reason why the Triggs cannot bid with some reasonable certainty of securing a vessel of the large ships recently designed. There is eighteen feet of water at his present yard, and none of the new ships would be launched drawing more than fourteen. They could be floated farther down the river a mile or two and there receive their armor and battery, and soon find twenty-five feet to the sea.

"While it might be necessary to launch the battleships and armored cruisers sideways, and this no doubt would be done, there is no reason or objection for this method being pursued. Sideways launchings are the rule abroad, and may be effected as readily as the stern launch."

It is announced that the common council of Richmond has passed an ordinance in effect authorizing the W. R. Trigg Company to commence the work of ripping the water front from its works to Eighteenth street with the object of keeping the channel scoured.

Steel Production of the World.

The steel production of the most important countries is estimated by German authorities for the year 1899 at 26,841,755 tons, against 23,866,308 tons in 1898, an increase of 2,975,447 tons. The cast-iron production is estimated at 40,000,000 tons, 4,000,000 tons more than in 1898. Of these 40,000,000 tons, 28,000,000 tons, or 70 per cent., has been used in the production of steel. A comparison of the ten most important countries made in a United States consular report is as follows:

| Country. | 1890. | 1898. | 1899. |
|----------------------|-----------|------------|------------|
| United States..... | 1,287,383 | 8,970,772 | 10,702,209 |
| Germany..... | 624,418 | 5,734,307 | 6,230,434 |
| Great Britain..... | 1,341,890 | 4,638,345 | 4,923,010 |
| France..... | 388,894 | 1,441,633 | 1,529,182 |
| Belgium..... | 132,052 | 653,130 | 729,920 |
| Austria-Hungary..... | 134,218 | 890,000 | 950,000 |
| Russia..... | 285,568 | 1,153,000 | 1,250,000 |
| Sweden..... | 28,597 | 205,121 | 257,000 |
| Italy..... | | 60,000 | 80,000 |
| Spain..... | | 90,000 | 120,000 |
| Total..... | 4,233,420 | 23,866,308 | 26,841,755 |

BRITISH IRON AND COAL.

Outlook in England's Markets for the American Products.

In a special review of the British iron and coal markets the Manchester correspondent of the New York Commercial and Financial Chronicle says:

"Recent New York telegrams report large sales of pig-iron, especially of Bessemer, for Europe, and of billets and other forms of steel for England. The imports from the United States so far this year have not been important. Indeed, the official statistics show that the receipts of American pig-iron at all the ports of the Kingdom during the first six months of this year reached only 21,997 tons, against 58,321 tons in the corresponding portion of 1899, 30,281 tons in 1898 and 44,597 tons in 1897. Similarly,

the imports of American steel billets were only 21,173 tons, against 45,343 tons in 1899, 12,832 tons in 1898 and 22,825 tons in 1897. It is more than likely, however, that during the current half-year the figures will show a very substantial increase upon those of the latter half of any of the preceding three years. Such, at least, is the conclusion to which one is driven by a review of the condition and prospects of the markets on the two sides of the ocean. Here the production, both of the raw and the manufactured article, is going into consumption as fast as it is produced, and there are no signs of accumulation of stocks, whilst in America, according to present appearances, the outturn of raw material and of most kinds of manufactured iron and steel is considerably in excess of the current demand. As the time is approaching when, for several months, freights for these heavy materials will be low, since they can be employed as ballast and as supplementary cargo by grain and cotton steamers coming from the States, much larger imports of them may be expected. Whether or not these will come in sufficient quantity to tell substantially upon prices here remains to be seen.

"On this side the main considerations are the scarcity of iron ore and of coal and coke. In all the iron-mine districts of the United Kingdom—in Scotland, in the northeast and northwest of England and in the English midlands—the output, though large, passes at once into the furnaces, and freights from Spain, our chief source of foreign supply, are very high and have recently been advancing. Spanish ore is consequently tending upward, the current quotation at Middlesbrough being 21s. 9d. per ton of 2240 pounds, and it is not easily obtained even at that rate. Then, too, fuel remains at extreme prices generally, although some slight easing off in the case of coke is occasionally perceptible. This, however, is the temporary result of the recent hot weather, which has interfered with the full working of blast and other furnaces. The opinion seems to be very widespread that, high as the price of fuel now is, it is likely to move further upward during the coming winter, and even householders, and the merchants who supply them all over the country, are laying down stocks to an unusually large extent for this period of the year. So extraordinary has the demand for house-fire purposes become that at a meeting of Lancashire colliery proprietors held yesterday in Manchester the price of household coal was raised to the extent of 1s. 5d. per ton, a most unusual incident in the midst of hot summer weather.

"This anticipatory accumulation will, of course, lessen the demand later on, but after all the household consumption of coal is a small matter in comparison with that of the manufacturing industries. In this latter field there is no sign of diminished requirements except in the cotton industry, with its branches of bleaching, dyeing and printing, which are extensive users of coal. Here the scanty supply of cotton will enforce a large reduction of work during the next two or three months, and a corresponding falling off in the demand for coal from the cotton mills and works; but the most important absorption of fuel is in the iron, engineering and collateral industries, and in this direction there is no sign of a substantial decrease. There were indications in the second quarter of the year of a marked falling off in the orders for new shipping, but during July a number of new contracts have been entered into in Scotch and English shipbuilding yards which are probably more than sufficient to counterbalance the very large amount

of tonnage launched from the stocks during the month. The demand for railway and structural iron and steel, even at existing high prices, continues heavy, and although some branches of engineering report a little slackening in the receipt of fresh orders, the works are still generally well employed. For the moment, therefore, the prospect of sustained buying of manufactured iron and steel is pretty well assured, and the fact that supplies of iron ore and coal are only sufficient for actual requirements seems to indicate that it will need a much larger increase of imports of American iron and steel than there is at present any probability of our receiving within the next few months in order to bring about a serious collapse in the English markets."

FEELING FOR ROCK BOTTOM.

Prices Irregular in the Birmingham Iron Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., August 14.

It is as yet a difficult matter to diagnose the market. But there can be no doubt about increased inquiries and enlarged demand. Prices are irregular. There is no information whatever in prices, and in certain grades there may be a difference of fifty cents in sellers' views without exciting comment. Domestic buyers are unsettled and feeling for rock bottom. Your correspondent saw a telegraphic offer from one of them of \$9.50 cash for 10,000 tons of No. 3 foundry. This was getting down close to cost. The interest receiving this offer had already sold No. 3 foundry at \$11.47 and gray forge at \$10.25. The difference between the prices at which these two grades sold illustrates the irregularity of the market.

One order for 6000 tons of gray forge at \$10.25 was declined and \$10.50 asked. Another order for 20,000 tons was refused for same reason. It is a singular fact that while prices are declined by a large majority of the domestic trade, they are accepted to the export trade, and if transportation was available the furnace yards would soon be cleaned up. But just now freight room is scarce, and rates have been advanced to prohibitive figures. Take one port as an example, to which the rate is now \$5.14, while formerly it was \$3.75. This is an advance of over 40 per cent., and seriously militates against new business.

The Sloss Company has closed furnace No. 2 for repairs, and it will be several weeks before it can go into blast again.

The Williamson furnace has been banked. The same parties who control it also controlled the Trussville furnace, which was banked a few weeks since.

The contract shops were notified by the blacksmiths and machinists employed by them on last Friday that unless their wages were increased to thirty-two and one-half cents per hour (\$3.25 per day) they would walk out. The demand was unanimously refused by all the shops and the strikers paid off and discharged. It was an indiscreet, ill-advised and causeless strike, and it has no sympathizers outside the ranks of the strikers. The wages they received compare very favorably with wages paid at other points. They receive here \$3 per day, while it is common rumor that the same class of labor is plentiful at Cincinnati at \$2.25, and where specially efficient \$2.50. The time chosen for the strike was inopportune, for it was on the heels of a disastrous decline in iron, which caused a languishing condition in all iron industries, for profits had been pared to shavings and the outlook was unsettled. The shops are all open now, and the strikers will realize very soon that there are

plenty of men glad to obtain what they refused with scorn.

The Republic Iron & Steel Co. is opening its brown-ore mines at Goethite, where it has introduced the new process of washing the ore which is exemplified in Stewart's washer. At Warren is situated one of its mines, in which it has opened the slope 115 feet, finding the vein continuing at five feet thick. At Sayreton it is working its coal mines with good results, and there it has a washer also. Then it is opening a new mine between Warren and Sayreton on the Pratt seam, which promises fine results. Tracks are now being laid to connect mines with Southern Railroad. Every effort is being made to rush the completion of the 500 coke ovens it is building, as well as the furnace it is building. Its plans, when complete, will not only include ownership of material, but its handling from mother earth to furnace product. The company reports an improved demand for the finished product, and in magnitude some very satisfactory orders. But the prices are "P. T." Neither one of its rolling mills are yet at work.

The Smet-Solvay Company has placed an order for 3,000,000 brick, which gives one an idea of the extensive character of the addition it will make to its present plant. The Republic Company has ordered 1,000,000 brick, to be used in its improvements, and there are other important orders that will tax the capacity of the brickmakers to supply during the season.

The bar and rod mill has about 500 workmen employed, and will enlarge operations.

The steel mill is in operation, but using only three furnaces as yet.

The Southern Iron Association reports that during July the shipments of pig-iron from Alabama and Tennessee amounted to 67,632 tons, a falling off of 70,150 tons from July, 1899. Of this amount this district shipped 38,390 tons, a falling off of 44,524 tons. The exports during the month from Birmingham were 10,700 tons, a falling off of 4724 tons. In July was the slump in iron, and it is not surprising that the showing is bad. But we can offset this with the statement that the bank clearings for the six months ending June 30 exceed by 48 per cent. those of the corresponding time in 1899.

J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]

Philadelphia, Pa., August 15.

So far as Eastern Pennsylvania iron and steel trade goes, it is quiet and dull. Everybody is waiting to see. The yards are rather bare of supplies. No one seems to be afraid of that. The autumn business has not opened up. Ordinarily, consumers keep several weeks' stock and sometimes several months' stock on hand, but for several months past the tendency has been the other way. Pig-iron people are not trying to sell what they have or what they expect to make. They are watching developments in Alabama and the Mahoning and Shenango valleys. There appears to be a determination to not reduce pig any lower, but our buyers say just this, that they will believe it when they have to. Today's quotations are not different from last week. Billets are selling some better, but not fast. The bar mills are getting back into line, and retail sales have doubled at 1.30 to 1.40. Car builders have placed a few large contracts. The mills all over the East will be at work within ten days, and they will have a big run of orders if the bar-iron trust keeps to its word of not paying their workmen what they want.

Word from private sources today carries the news that the car builders are

trying to contract for large quantities of material. There are big orders for skelp coming along, one for 200 miles of six-inch pipe for Japan, which will soon be placed around among our mills. The plate iron and steel makers report a few inquiries from large buyers which are likely to turn into orders before September. The structural-material trust has as much business in sight as it can comfortably handle. The steel-rail makers expect to book some heavy orders in September, but it is impossible to get any denial or confirmation of the rumor that there is to be a reduction to \$30. The demand for machinery has been less active since July 1, but agents and others say it would be incorrect reporting to say that there has been any falling off in general machinery requirements. The inquiries for bituminous coal during the past six days mean orders as soon as vessels can be secured.

The Iron and Metal Trades.

[Special to Manufacturers' Record.]
New York, N. Y., August 15.

In its review of the week the Iron Age says:

"A more confident feeling is developing in the iron trade, particularly in those branches in which prices have come down to figures as low as any reached in the years preceding the boom. This is particularly true of bars, in which there has been a recoil from such figures as 85 cents per 100 pounds at mill, so that now one cent to 1.10 is being done on large contracts. A stronger feeling has also developed in sheets. It is not claimed that in many other lines the advantage has yet turned to the buyer's side, but it is certain that more interest is being taken in the market.

"It is difficult to escape the impression that consumption is really greater than would appear on the surface, and quite a tonnage of new orders holds out a good promise for the future. In pig-iron there has been a little more activity, although prices are still sagging. Southern interests report some good export sales, among them one lot of 15,000 tons, while Eastern malleable works have purchased about 8000 tons, of which 5000 tons were off Bessemer. In steel there are reports of recent purchases of basic open-hearth for pipe purposes, amounting to about 17,000 tons, at a close figure. As a matter of fact, there is rather more pressure to sell basic open-hearth steel than Bessemer steel, and somewhat more inquiry for it from Europe. Among the recent export sales we note one lot of 3000 tons of basic open-hearth steel for the east coast of Great Britain.

"The question of freight room for export shipments continues a troublesome matter, and the tendency is still upward. Still, aside from the pig-iron and billet sales alluded to, some business has been done in finished steel, including one lot of 800 tons of hoops for Scotland."

The Pig-Iron Situation.

[Special to Manufacturers' Record.]
Cincinnati, Ohio, August 15.

Indications are more favorable this week in the pig-iron market. Orders for small lots, quick shipments, are quite numerous, and a number of large inquiries are under consideration. The bottom, perhaps, has not been reached, but it is believed that the contracts to be placed will develop where hard-pan really is. A number of Northern furnaces have issued positive instructions to their agents not to make sales at present prices, excepting for delivery during next sixty days, and some say they will blow out furnaces rather than compete with quotations being made by others. On basis of present cost of ore, coke, etc., it is known that loss will result to many makers.

An interesting feature of the situation is the difficulty that exists in ascertaining who the producers are making the low quotations that consumers claim to have received. There is a general denial

on the part of furnace companies and agents, but the buyer says he is getting them all the same. The opinion of some of the best informed is that several Southern furnaces will be forced out of blast because cost is higher than selling prices. The iron accumulated in the South consists chiefly of low grades. Consumers freely state that as soon as they are confident that prices will not further decline they will place orders for season's requirements. Producers are hopeful of a large and healthy demand after the heated period and when wage questions have been settled.

ROGERS, BROWN & Co.

SOUTHERN PAPER MILLS.

A Plea for a Development of the Industry.

Commenting upon the success of the paper mill at Pensacola, Fla., the New Orleans Times-Democrat, which has been making a persistent fight for the manufacture of paper in the South, says:

"We have the materials for the manufacture of paper far cheaper, more abundant and better than New England; the necessary water supply, satisfactory labor and a climate that allows mills to run the entire year and not be stopped by frost or freeze.

"The South has now become the center of lumber production not only for this country, but for the whole world, and wood today is the basis of the paper industry, so that the erection of paper mills should have closely followed the opening of our saw-mills. This is the case with the mill at Pensacola, which has been using the slabs and refuse lumber from the neighboring saw-mills and converting them into paper.

"The great advance in the price of paper of late is another matter to be taken into consideration. If the manufacture were profitable a few years ago, it must return a magnificent profit today with the better rates that prevail. This advance is attributed to the scarcity of available timber for paper purposes in New England and to the drouth that prevailed in that section during the spring and interfered so seriously with the working of the mills; but these explanations, however they may apply to the East, do not concern the South, which has ample timber for wood pulp and plenty of water for the mills.

"It will be seen, therefore, that every special reason that has been given why the manufacture of cotton goods should be a success in the South applies equally to the manufacture of paper, with the additional advantages that there has been a shortage in paper production; that the demand for paper is growing the world over much faster than the demand for cotton goods, and that prices are relatively better.

"It seems strange, therefore, that under these favorable conditions the movement in the construction of paper mills in the South should not have been more marked. All the mills that have been erected have been signally successful, like that at Pensacola, but there have been comparatively few built. The explanation lies probably in the fact that the industry is a new one, the details of which are so little known in the South that capital hesitates to embark in it until it knows something more. There is always some limitation in the launching of new industries; indeed, the erection of cotton mills in the South was slow at first, and grave doubts were entertained as to their success in competition with the New England mills, but they soon passed the experimental stage, and now very few days pass which do not chronicle the erection of a new mill.

"We shall probably go through the same experience with the manufacture of paper. A dozen or more mills like that at Pensacola will convince capital that

there is money in the manufacture of paper in the South. The industry must ultimately find its home here, just as the manufacture of cotton goods and lumber has done—because no section of the country offers so abundant and cheap a supply of timber and the other materials entering into the manufacture of paper."

Matthew Lyon, the Hampden of Congress. A Biography. Illustrated. By J. Fairfax McLaughlin, LL.D., author of "College Days at Georgetown," "Origin of the Star Spangled Banner," Sketches of Fisher Ames, Alexander H. Stephens and Benjamin Robbins Curtis. Publisher, Wynkoop-Hallenbeck-Crawford Company, New York.

The mass of so-called history is one-sided narration of the doings of the individuals whom history has made, rather than philosophic account of the multitude of influences exerted by the mass of humanity in making history. It tells of kings, of bishops, of military leaders, with scarce a squint toward the men in the ranks, the great body of churchmen or the people who permitted themselves to be ruled "by divine right." American history in many respects makes no departure from the general rule. Much of it is of the same character in a broader field as are campaign biographies in a narrower one. The reader of what passes for American history is confronted with the mighty deeds of presidents, political orators and victors at arms. The creatures, rather than the creators, rivet the attention. Latterly there has been a reformation in this particular. More attention is now given to the underlying causes of history and less to the results. The work of Mr. McLaughlin belongs to the newer school. Almost as a labor of love he has diligently searched out all available facts bearing upon the career of Matthew Lyon, and has assembled them, not so much with the purpose of placing Lyon as the central figure of an important era in American history, but as portraying his influence in due proportion to other facts through the manifestations of that era. Lyon was a native of County Wicklow, Ireland, a descendant of men ready to lay down their lives for principle and inheriting their strong inclinations. Emigrating as a youth to the United States, he settled in Vermont, where the impress of his integrity, bravery and impetuosity was left, and where he laid the foundations of affluence. He rendered efficient service to the Revolutionary cause, both in the ranks and elsewhere, and afterward represented Vermont and Kentucky in Congress, while in his old age he was chosen a delegate to Congress from the Territory of Arkansas, but died before he could take his seat. He was a leader in the movement against the earlier federalism, seeking to undermine the principles of the American republic, and was an outspoken opponent in Congress of the alien and sedition laws under which he was himself tried, convicted and sentenced to four months' imprisonment. This persecution of him by President Adams only strengthened him in the affections of his people, and he was re-elected triumphantly to Congress while still in his cell. The presidential election of 1800 was thrown into the House of Representatives, and Lyon, by casting the vote of Vermont, was able to decide the election in favor of Thomas Jefferson, and to save American institutions from one of the blackest plots ever hatched by American torism. Mr. McLaughlin's volume of more than five hundred pages is an elaborate exposition of the events of that vital period, and though discursive in places, is a valuable contribution to our American history.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

American Ships for Coal Trade.

E. G. Lawrence, an extensive shipper of soft coal from Philadelphia, has been making an investigation of the situation abroad, and in an interview recently is quoted as follows:

"Our trade with Europe in soft coal is no longer in the experimental stage. It has been proved within a few months that there is a grand future for it. One of the great handicaps is the lack of American ships to carry the coal across, nearly everything having to go in foreign bottoms. However, I think the expanding coal trade will do more than almost any other particular line to encourage the building of more merchant freight carriers in American yards. The business can be relied on to constantly increase, and as an evidence of the need of our coal on the other side many English syndicates are now buying up all the coal lands in the South they can get hold of. Notwithstanding the high freight expense, we can put our coal in the European markets at \$1 per ton less than the home article."

Mr. Lawrence has recently sent a cargo of 5000 tons of coal to fill a German order, and has two large contracts to carry out in the near future.

Railroad Companies and Vessel Lines.

Hon. Arthur P. Gorman was recently interviewed in the North, and, according to the Boston Transcript, gave the following views relative to American shipbuilding:

"American shipbuilders have been slowly overhauling the Clyde builders, and I believe at one time they were within 10 per cent. of them. No doubt in time we shall be able to compete in construction, but after ships are built we still will have the problem of running them in competition. American crews cannot be engaged for the same wages as foreign crews, and they will not live under the same conditions. There are other difficulties, but it is not unlikely that our railroads will some time take the hint of President Hill of the Great Northern road and establish steamship lines of their own. It is obvious that railroad steamship lines will be owned and controlled practically by all the railroads, for whose common interest they will be managed. Probably the government will be called upon to assist American lines. It is matter of detail what form the assistance might take."

Using American Coal.

At the annual meeting of the Anchor Line Steamship Co. at London the effect of the high prices of coal for fuel was noted by the report of the chairman of the board of directors. The Anchor Line has one of the largest transatlantic fleets of steamships in service, and its coal bill constitutes one of the most important items of expense. Referring to this question the chairman stated that the company was obliged to pay from 30 to 40 per cent. more per ton at the various home ports than a year ago. Consequently, the company found it more economical to utilize American coal for the Atlantic steamers, as it was much cheaper, considering the quality, than the English article.

The expense of the Anchor Line is doubtless that of the other important companies running between the principal

Northern capitalists have purchased land and water-power near Grayson, Va., for full development. It is the intention to develop the water-power for the operation of a 5000-spindle cotton factory, which is to be built by the purchasers. Such a mill would cost about \$100,000. It is said contracts have been made for manufacturing the brick for mill building.

The Meherrin Power Co. of Emporia, Va., is preparing to commence work on its proposed developments. This company was organized last year, and its purpose is to develop water and utilize it in the operation of a cotton factory, also to be built. W. Samuel Goodwyn, who is interested in the company, states that work on the dam will be commenced this fall.

Messrs. R. M. Oates, Jr., D. W. Oates and James M. Oates, all of Charlotte, N. C., have purchased and will develop water-power property near Zirconia, N. C. The property includes the Green River Falls and 150 acres of land, and it is said the developments will realize from 800 to 1000 horse-power. The Messrs. Oates intend to build a cotton mill to utilize the power when developed.

Proposals will be opened by the United States government August 31 for the furnishing of 300,000 yards of 12-ounce cotton duck, 100,000 yards of 10-ounce duck, 200,000 yards of 33-inch cotton duck and other textile material. Blanks for proposals and other particulars may be obtained by addressing Lieut. Col. John V. Furey, Philadelphia depot, quartermaster department, 1428 Arch street, Philadelphia, Pa.

The Twin City Power Co. is being organized to purchase and develop Ring Jaw shoals water-power, near Parkville, S. C. The proposed investment is \$1,000,000, which will include funds for the erection of a large cotton factory, it is said. Among the projectors is W. H. Chew of 1855 Seventh avenue, New York city, who organized and brought to full development and use the water-power canal at Columbia, S. C.

W. B. Smith Whaley of Columbia, S. C., has furnished plans and specifications for the proposed \$850,000 additional mill to be built by the Lancaster (S. C.) Cotton Mills, which project was announced in this department some weeks ago. The building will be 125x360 feet, on line with No. 1 mill, with a street 100 feet wide between the two buildings. New building will be four stories high, and have two towers with clocks. President Leroy Springs expects to place the contract this month. The spindles will number 50,000 and the looms 1500, as stated previously.

QUOTATIONS OF COTTON YARNS.

By Buckingham & Paulson, New York, Philadelphia and Chicago, August 14.

| | |
|--------------------------------|----------------|
| No. 10s-1 and 12s-1 warps..... | 14 @14 1/2 |
| No. 14s-1 warps..... | 14 1/2 @15 |
| No. 16s-1 warps..... | 15 1/2 @16 |
| No. 20s-1 warps..... | 16 1/2 @17 |
| No. 22s-1 warps..... | 17 @17 1/2 |
| No. 26s-1 warps..... | 17 1/2 @18 |
| No. 6s to 10s bunch yarn..... | 13 1/2 @14 |
| No. 12s-1..... | 14 @14 1/2 |
| No. 14s-1..... | 15 @15 1/2 |
| No. 16s-1..... | 16 @16 |
| No. 20s-1..... | 16 1/2 @17 |
| No. 22s-1..... | 17 @17 1/2 |
| No. 26s-1..... | 17 1/2 @18 |
| No. 8s-2 ply soft yarn..... | 13 1/2 @14 |
| No. 10s-2 ply soft yarn..... | 14 1/2 @15 |
| No. 8s-2 ply hard..... | 13 1/2 @14 |
| No. 10s-2 ply hard..... | 14 @15 |
| No. 12s-2 ply hard..... | 14 1/2 @15 1/2 |
| No. 14s-2 ply..... | 15 @16 |
| No. 16s-2 ply..... | 15 1/2 @16 1/2 |
| No. 20s-2 ply..... | 17 @17 1/2 |
| No. 24s-2 ply..... | 17 1/2 @18 1/2 |
| No. 26s-2 ply..... | 18 @19 |
| No. 30s-2 ply yarn..... | 19 @19 1/2 |
| No. 40s-2 ply..... | 22 @22 1/2 |
| No. 8s-3, 4 and 5 ply..... | 13 @13 1/2 |
| No. 20s-2 ply chain warps..... | 17 @17 1/2 |
| No. 24s-2 ply chain warps..... | 18 @18 1/2 |
| No. 26s-2 ply chain warps..... | 19 @19 1/2 |
| No. 30s-2 ply chain warps..... | 20 @20 1/2 |
| No. 16s-3 ply hard twist..... | 16 @16 1/2 |
| No. 20s-3 ply hard twist..... | 17 @17 1/2 |
| No. 26s-3 ply hard twist..... | 18 @18 1/2 |

Very dull; prices nominal.

COTTONSEED OIL.

This department is open to the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

AN INCREASED MOVEMENT.

Exporting of Cottonseed Products from Atlantic Ports.

A leading exporting house of Texas, in a letter to the Manufacturers' Record, says:

"You will doubtless be aware that the export business of cottonseed products from the South Atlantic States has increased considerably during the last season, and same bids fair to assume much larger proportions during the coming season. While this may partly be caused by the high level of values, we are of the opinion that the higher grade of goods now turned out by the South Atlantic cottonseed-oil mills has much to do with this remarkable increase. This increase is all the more noticeable, as of late years one was accustomed to see, especially cottonseed meal and cake manufactured by mills in the South Atlantic States, come forward for export purposes only in exceptional cases, and even these lots were salable only at a comparatively large sacrifice to the mills.

"Matters seem to have changed entirely. A number of mills in the South Atlantic States are now turning out cottonseed meal and cake of just as good a quality as mills located in the Mississippi valley, and even in Texas. While being abroad the writer was shown samples of various large shipments which represented qualities of a most desirable character, and several of our foreign friends expressed the wish to receive offers regularly whenever circumstances should permit export business from the Carolinas, Georgia, Florida, etc.

"Of late we have been trying to buy cottonseed meal and cake in the South Atlantic States, and are glad to say that our endeavors in this direction have met with some success, but, as you can imagine, buying so far away from the seat of operation, we are confronted with a great many obstructions, amongst which we would mention prominently the engagement of reasonable rates (inland as well as ocean) from interior point of shipment to the other side.

"As we contemplate doing a large business during the ensuing season, it is a matter of great importance to us to get our share of the export business from the South Atlantic States, and for this reason we should be pleased to have your valuable opinion as to whether it would be advisable to install a thoroughly reliable buying agent at some place centrally located with regard to the milling interest in the South Atlantic States. According to our humble judgment, Atlanta ought to be the best basis of operation, and we have no doubt that you can give us some good advice in this regard. We also take the liberty of asking you whether you know of a party thoroughly acquainted with all features of the trade in cottonseed meal, cake, linters, etc., who would feel inclined to buy for our account against a fixed commission, and attend, at the same time, to the engagement of freights for our contemplated shipments. As a matter of course, we could only use a man who knows this business from start to finish, whose record of the past is a sufficient guarantee as to his reliability, etc. We address you on this subject, feeling confident that your large circle of acquaintances will give you good opportunity to select such a man for us."

Cottonseed-Oil Notes.

The Lenoir Oil & Ice Co. of Lenoir, N. C., was incorporated last week, with a capital stock of \$10,000. It will manufacture cottonseed oil and ice. The incorporators are J. E. Hood, F. C. Dunn, S. L. Slauch, C. T. Meacham, S. H. Abbott and others.

The plant of the Arkansas Cotton Oil Co. of Little Rock is being completely overhauled, and will be equipped with new machinery throughout. A Heine safety engine and boiler of 300 horse-power is being placed at the plant. The improvements will cost the company about \$25,000.

The Houston Cotton Oil Co. of Houston, Texas, has about completed the buildings for its new plant in that city. The machinery is arriving and being at once put in place. The plant will be completed in ample time to take care of its share of this year's crop of seed. The capacity of the plant is about ninety tons of seed a day. This company is also constructing a cottonseed-oil mill at West, Texas.

The New Orleans market for cottonseed products continues quiet, but indications are that the season will open with prices firm and higher for oil and cake and meal. Holders of cottonseed oil are disposed to ask higher figures, and for spot lots values are firm. There is a good demand for cake and meal for export. Receivers' prices are as follows: Cottonseed, \$15 per ton (2000 pounds) delivered here; cottonseed meal jobbing at depot, \$22 per short ton and \$23 to \$23.50 per long ton for export f. o. b.; cottonseed oil, 25 to 26 cents per gallon for crude loose f. o. b. in tanks here; in barrels, 28 cents, and 34 1/2 to 35 cents for refined oil at wholesale and for shipment; oilcake, \$23.75 to \$24 per ton f. o. b.; linters—A, 4 1/2 to 5 cents per pound; B, 4 to 4 1/2 cents; C, nominal; hulls delivered at 20 cents per 100 pounds, according to the location of the mills.

Negro in Politics.

In a letter to the Manufacturers' Record Mr. W. B. Cooper, wholesale grocer of Wilmington, N. C., says:

"We have read carefully the article in your last issue on 'Suicidal Campaign Methods.' We think you are exactly right, and we believe most of the business men of North Carolina will agree with you. We are glad indeed that we have been able to settle the negro question in politics in this State. At least we hope it is settled, so that we can think for ourselves, so to speak."

The Virginia State Fertilizer Co. of Farmville, Va., has decided to extend its business, and has purchased a tract of forty acres of land on the Amherst side of the James river below Lynchburg, on which to erect a plant. The plant that the company will erect on the site in question will cost between \$60,000 and \$100,000, and it will be of a very substantial character. The work of surveying the property and laying off the foundations of the buildings has already been completed, and it is expected that the actual work of construction will begin in the very near future.

Mr. E. O. Hopkins of Evansville, Ind., has been elected president of the Sloss-Sheffield Iron & Steel Co. to succeed Mr. Sol. Haas, who has resigned on account of ill health. The many friends of Mr. Haas hope that rest from active business may restore him to full health again.

A dispatch from New York says that 200,000 bushels of Texan wheat will be carried from Galveston to New York by the steamship Hyades.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record, Baltimore, Md., August 15.

The volume of business throughout the local lumber market showed last week a slight degree of expansion, but the record of trade is still below the same period last year. Receipts of lumber are generally moderate, and stocks fully ample for the demand. In hardwoods there is a slight improvement, the demand for oak, poplar and ash being more decided. From out of town there is considerable inquiry from various woodworking concerns, and the present features surrounding the market indicate an early fall trade. Stocks of poplar, oak, ash and other woods at all milling points in West Virginia and Tennessee are reported light, especially of dry lumber. The foreign demand for hardwoods shows signs of improvement, especially from continental markets, and exporters expect a better volume of business for September. In North Carolina pine the market continues very steady, and for certain grades and dimensions prices show a firmer tone. The local demand from boxmakers and yardmen has been better during the past week, while prices for air-dried lumber are stiffer. The foreign inquiry for North Carolina pine is also improving, and manufacturers have been receiving some very handsome orders recently. White pine continues firm in tone as to values, with stocks not excessive and demand moderate. Cypress is quiet and steady.

Charleston.

[From our own Correspondent.]

Charleston, S. C., August 13.

A steady trade in this section has characterized the lumber market so far during the present month. The demand, however, is not so pronounced as it might be, but later on, as indicated by the present course of the market, a better business will be the rule. Mills at this and adjacent points are running regular, and at Georgetown all the mills are very busy and supplied with orders. Shipments of lumber last week were as follows: Schooner Laura C. Anderson for New York with 758,232 feet of lumber. The steamer Iroquois of the Clyde Line took out 65,563 feet of lumber among her cargo to New York, and the steamer Algonquin 2500 crossties. The total shipments of lumber for the season aggregate 54,531,310 feet, of which 2,070,000 was foreign and 52,461,310 feet were domestic. The offering of vessels for carrying lumber is still light, and rates very steady. Prices for all desirable grades of lumber are a shade firmer in tone, with holders not disposed to deviate from list figures.

Savannah.

[From our own Correspondent.]

Savannah, Ga., August 13.

At all points in Southern Georgia the lumber market remains without any important change to note, and during the week the volume of business has been rather lighter than usual. There is, however, a good deal of strength in the general market, and prices continue to rule firm for all desirable grades of lumber. Manufacturers report numerous inquiries from the usual sources in the North and East, and it is thought the busy season will commence early in the fall. At many Northern and Eastern lumber centers stocks have been considerably reduced.

and dealers are already in the market to replenish, and it is thought that the fall demand will be of greater volume than usual. At the close of business on Saturday prices for all grades of lumber were steady, with quotations as follows: Minimum yard sizes, \$10.50 to \$11; car sills, \$12 to \$13; different sizes, \$14 to \$18; ship stock, \$18 to \$22; sawn ties, \$8 to \$8.50; hewn ties, 35 to 38 cents, all f. o. b. The demand for crossties continues active, and this industry at all South Atlantic ports is growing in importance. Reports from Sapelo and Darien are favorable; the longshoremen's strike is finally off, and, as much timber and lumber has been awaiting shipment for foreign ports, operations will be no longer restricted. At Brunswick business is improving; shipments of lumber are of better volume, and millmen at St. Simons and other milling points are in receipt of larger orders. The foreign trade of Brunswick shows up much better, and exporters are in good spirits and better satisfied with the outlook for trade. Among late charters the bark Mary Hasbrouck, 733 tons, was taken last week to load lumber at Brunswick for Rosario at \$16; brig Leonora, 436 tons, from Brunswick to New York with lumber at \$5; schooner W. H. Swan, 729 tons, from Savannah to Baltimore with lumber on private terms, and schooner Herald, 475 tons, from Brunswick to New York at \$5.

Mobile.

[From our own Correspondent.]

Mobile, Ala., August 13.

Shipments of lumber from this port so far during the present month have not been as large as last, but still this is no evidence of a dull market. Manufacturers at all milling sections adjacent to this city have all the orders they can manage at present, and are very well satisfied with the present outlook for trade. During the past week there has been some good orders filed, and the Cuban, South American and European markets are all buying freely. The demand for sawn timber continues steady at 15 cents per cubic foot, 40-foot basis, and logs are firm at \$6 to \$11 per 1000. Hewn timber is firm at 15 cents per cubic foot, basis of 100 cubic feet, average B1 good. Cypress logs are firm at \$6 to \$11, oak \$8 to \$12 and poplar \$8 per 1000 superficial feet. The following shipments were reported last week: Steamship Brantingham for West Hartlepool, England, with 163,359 cubic feet of sawn timber, 2850 cubic feet of hewn timber and 99,913 feet of lumber; steamer Nordpole for Cork, Ireland, and Tyne, England, with 180,337 cubic feet of sawn timber, 283,568 feet of lumber; the bark Fiducia for Palma de Mallores with 402,000 feet of lumber; schooner Gulbis for Orey, Ireland, with 307,744 feet of lumber, and steamer Dudley for Boca del Toro with 90,000 feet of lumber. The total shipments of lumber last week amounted to 2,100,000 feet, and for the season 143,116,203 feet. There is a moderate offering of vessels to load timber and lumber, and rates are steady and unchanged. Among the charters last week were the following: British steamer Tullochmoor, 2251 tons, from the Gulf to Alexandria with timber at 132/6, September; bark Nellie M. Slade, 535 tons, from Ship Island to Basse Terre with lumber at \$10; German ship Stephen, 1267 tons, Pensacola to Buenos Ayres with lumber at \$15, and British steamer Lombard, 1658 tons, from Pensacola to Rio de Janeiro with lumber on private terms.

New Orleans.

[From our own Correspondent.]

New Orleans, La., August 13.

As autumn approaches the trade of this

port is increasing in volume, and with the prospect of most bountiful crops all indications point to remarkable activity during fall and winter months. Conditions surrounding the lumber market continue to improve, and the general features of the situation at the moment give the assurance of a more than an average demand for lumber during the balance of this year. The yellow-pine market is beginning to show more firmness as the season advances; mills at all points in this State and Southeast Texas, in Mississippi, Alabama and Florida are now running on full time, and the demand for lumber is everywhere above that at the corresponding period last year. While this is the period of usual quiet in trade, reports from all sections of the South show a more pronounced demand for lumber. There has been during the dull period no accumulation of yard stock, and from all agricultural points a good demand is expected, so that there is likely to be a run on manufacturers in the early fall to promptly supply the orders coming to hand. There is already a decided improvement at all the Gulf ports in the foreign export trade. The Cuban and South American trade is taking large quantities of lumber, and Great Britain and the continental ports will draw largely on this section during the coming fall and winter. The port of New Orleans is fast becoming one of the leading lumber ports of the South, both in domestic and foreign shipments of yellow pine, cypress and hardwoods generally. At this point seven railroads which penetrate over twenty States have their terminal, and all are now enjoying a splendid traffic, of which lumber contributes a considerable volume. There is still a most urgent demand for timber lands in this and adjoining States, and investors are in the market for all choice sections offering. The cypress lumber trade, which is now one of the most important industries of this State, is generally in good shape, and the outlook for the fall trade was never better. The cypress market is very firm as to values, and it is stated that an advance of from \$1 to \$1.50 will shortly be made on all thicknesses over two inches. Most of the cypress mills have orders enough ahead to keep them busy until fall trade opens up. The foreign export trade in hardwoods is growing, and at the moment business in this line is fairly active. The total exports of wood products from this port for the fiscal year ending June 30 were as follows: Sawn timber, 3,075,000 feet; timber, logs and other unmanufactured wood, value, \$566,940; boards, deals and planks, 61,699,000 feet; joists and scantling, 6000 feet; shingles, 242,000 feet; all other lumber, value, \$229,815; staves, number, 22,354,182; manufactures of wood in value, \$235,505.

Memphis.

[From our own Correspondent.]

Memphis, Tenn., August 13.

As the season progresses the lumber market from week to week is showing better features, and millmen and manufacturers are rather more encouraged by the outlook. It is true that the market has been very quiet for the past ninety days, but during the past week a large number of inquiries has come to hand, which will in the near future result in a good volume of actual business. As to prices, they rule very steady, and holders generally are not disposed to sell except at list figures. In hardwoods red and white plain oak are in fair demand, and the inquiry for red and white quartered oak is better than it has been for some time. Dry stocks, both at mill and on yards, are very light, although the season has been a dull one, and this of itself

should encourage the lumbermen. Some uneasiness is being felt about there being a scarcity of dry stock, but as all the large mills in this section have been running regularly, it is not at all likely that stocks will fall short when the demand arises. Wagon material of all kinds is in good demand, and some grades of poplar are hard to place at any figure. There is a better export trade out of this city today than for some time past, and exporters anticipate the largest trade next fall and winter in the history of the industry.

Lumber Notes.

The British steamship Sahara left Ship Island on the 9th for Greenock, Scotland, loaded with over 3,000,000 feet of lumber.

The planing-mill plant at the lumber mill of J. T. Roberts of Columbia, S. C., was destroyed by fire last week. The loss is estimated at \$800, with no insurance.

S. H. Allen & Co. of Huntsville, Ala., have sold their \$15,000 hoop factory in North Huntsville to the B. A. Lewis Lumber Co., who will continue to operate the plant.

The planing mills of A. G. Aikin and Levi N. Whitcomb of Little Rock, Ark., were destroyed by fire last week, entailing a loss of about \$15,000 with a partial insurance.

The saw, machinery, wharves and ten acres of land, the property of L. Bucki & Son of Jacksonville, Fla., were sold last week at special court sale to Colonel Biscoe for \$2500.

The receipts of building material at New Orleans last week were as follows: Lumber, 2,137,270 feet; shingles, 80,000 bundles; laths, 300,000 bundles; oak staves, 75,115, and cypress staves, 14,000.

Among the shipments from Jacksonville, Fla., last week were 875,000 feet of lumber by rail vessels and 917,000 feet of lumber, 16,700 crossties and 4000 bundles of shingles by Clyde Line steamers.

The saw-mill on Sand run, Upshur county, West Virginia, owned by Bentley & Gerwig of Parkersburg, W. Va., was destroyed by fire on the 9th inst. The loss is about covered by insurance.

The shipments of lumber from the port of Mobile last week aggregated 1,233,400 feet, and for the season 143,116,206 feet. Shipments of sawn timber for the week 330,691 cubic feet, and of hewn timber 2850 cubic feet.

E. S. Marbury, former secretary-treasurer of the Marbury Lumber Co. at Bozeman, Ala., has purchased an interest in the planing mill and lumber establishment of W. H. Hunter at Cordele, Ga., and has taken charge.

The Bellamy Planing Mill Co. of Florence, Ala., has been reorganized and capitalized at \$15,000. The officers are A. D. Bellamy, president, and Walter W. Lynn, secretary-treasurer. These, with John T. Ashcraft, compose the board of directors.

A. O. Hamilton of Huntsville, Ala., has put in operation a big saw-mill plant at Lily Flag, a station on the Nashville, Chattanooga & St. Louis Railroad south of Huntsville. The plant is one of the largest of its kind in North Alabama. The capacity is 40,000 feet a day.

The new spoke factory at McMinnville, Tenn., owned by Elkins, McClarty & Co., commenced operations on the 11th inst. The machinery of the new plant is of the latest type, and the outlook promising for a lucrative trade. The firm will shortly commence to operate a planing mill in connection with their factory.

The Youmans Lumber Co. of Knoxville, Tenn., has been chartered, with a

capital stock of \$25,000. The incorporators are George Brown, T. J. Youmans, W. S. Kennedy, A. G. Hope and W. K. Anderson. The company will do an extensive lumber business and carry a large stock of lumber for export and local shipments.

Messrs. C. A. Horner and X. Y. McHan of Clarksburg, W. Va., and W. G. McNally of the Walton Tribune at Monroe, Ga., visited Twiggs county, Georgia, last week to inspect tracts of hardwood timber with a view of establishing extensive milling plants to manufacture the great varieties of hardwood in that section into lumber for market.

Mr. W. E. Fall of Houston, Texas, and Lock-Moore Lumber Co. of Lake Charles, La., purchased the entire lumber of the Sam Allen Company as it stands on the yards at Corrigan and Asia, the total amount being between 1,600,000 feet and 1,700,000 feet. The purchasers expect to operate the planers and put the lumber in marketable condition, and later on probably purchase the Allen properties.

The J. M. Card Lumber Co. of Chattanooga, Tenn., having consolidated last week with the American Hardwood Co., the concern will be known by the latter name. The main office and yards of the new consolidated company will remain in Chattanooga. It is stated that the consolidated company now controls the product of sixty saw-mills. The company received an order last week from a house in Germany for 250 cars of lumber.

State Labor Commissioner Rixey's next annual report will contain a chapter on Missouri's timber interests, from which the following figures are taken showing Missouri's progress in this important industry: "From the summary of the State's total surplus productions in 1899 the following figures relative to the timber actually marketed are taken: Hardwood lumber, 211,837,609 feet, from 100 counties; value, \$2,118,376.09. Pine lumber, 331,788,400 feet, from 20 counties; value, \$5,805,297. Walnut logs, 5,521,000 feet, from 63 counties; value, \$55,210. Logs, 36,229,200 feet, from 37 counties; value, \$181,146. Piling, 1,208,960 feet, from 29 counties; value, \$139,023.50. Railroad ties, 4,834,844, from 75 counties; value, \$1,450,453. Cooperage, 6994 cars, from 69 counties; value, \$2,447,900. Fence and mine posts, 468,400, from 47 counties; value, \$25,472. Cordwood, 164,699 cords, from 92 counties; value, \$386,992.90. Total value, \$12,620,780.49. In the classification of 'pine lumber' is included various 'soft' timbers, such as cypress, poplar, cottonwood, linn, etc. The best estimate obtainable from competent and well-posted lumbermen as to the actual production of pine lumber in the State during 1899 places the amount at 300,000,000 feet."

"World-Crisis in China, 1900," is the title of a book by Mr. Allen S. Will of the staff of the Baltimore Sun, to be published shortly by John Murphy Company, Baltimore. Mr. Will has discovered a need for a volume giving in compact, handy form a mass of information bearing upon the startling developments in China, and essayed to meet that demand. He discusses the causes of the crisis, with a glance at recent political, economic and warlike events leading up to it, describes the tremendous forces at work against nearly one-third of the population of the globe, and explains how far and for what reason the United States have been drawn into the case. He seeks a clue to events of the remote and immediate past, which will give the busy men of affairs a foundation for a comprehension of current developments.

MECHANICAL.

Dean Bros.' Duplex Steam Pump.

Users of steam pumps are invited to examine the merits of a new pump.

The water end is mounted on heavy supporting columns. An engine of the transposed cylinder type is furnished, giving free access to all steam pistons without dismantling the pump.

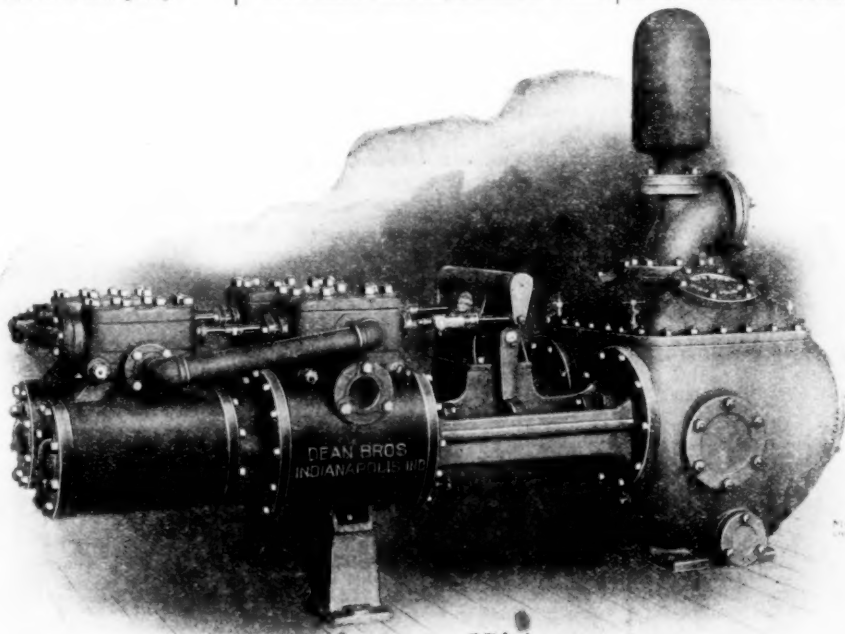
The outside valve adjustment is a fea-

structs these engines, also manufactures power engines of three horse-power or less, which are especially adapted to running such light machinery as small printing presses, cream separators, coffee mills, ice-cream freezers, sewing ma-

chine. Several forms of this device have been marketed with success. The advantages gained by the use of the painting machine are evident to anyone who has ever undertaken a painting contract, whether large or small. With this machine one man does the work of a dozen who are operating by hand.

The painting machine illustrated herewith is the product of the Frank S. De Ronde Co. of 52 John street, New York. The maker says that with this machine one man can average 10,000 square feet a day and do good work, and that the apparatus will handle with equal economy and facility oil paint, cold-water paint or whitewash.

De Ronde's product is known as the Ideal painting machine, and is composed of a hand air compressor, with steel tank for storage of liquid paint or whitewash and the air. It has no rubber valves to



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DEAN BROS. DUPLEX STEAM PUMP.

The duplex pump illustrated has compound steam cylinders for economical use of steam. The cylinders are called "tandem compound." Steam is first used in the high-pressure cylinders, then passes to the low-pressure cylinders. In case of necessity, high-pressure steam may be turned in the low-pressure cylinders. The piston rod between the high and low-pressure cylinder is packed with metal self-adjusting packing that always remains tight. The pump cylinder is fitted with removable liners. The suction-pipe opening is between the water cylinder. The construction is simple, and designed so as to be durable. This pump is manufactured by the Dean Bros. Steam Pump Works, Indianapolis, Ind.

New Compound Duplex Pressure Pump

There has been introduced a new compound duplex pressure pump, which incorporates several novel features. The pump will develop a maximum pressure of 700 pounds per square inch.

The liquid end is of the end-packed trombone style, the cylinders being made of special metal; mounted thereupon are separate chambers for the location of the valves; chambers are also constructed of

ure of this design. An illustration of the pump is presented herewith.

Fuller particulars regarding this pump may be obtained by addressing the manufacturer, the Stilwell-Bierce & Smith-Vaile Co., 261 Lehman street, Dayton, Ohio.

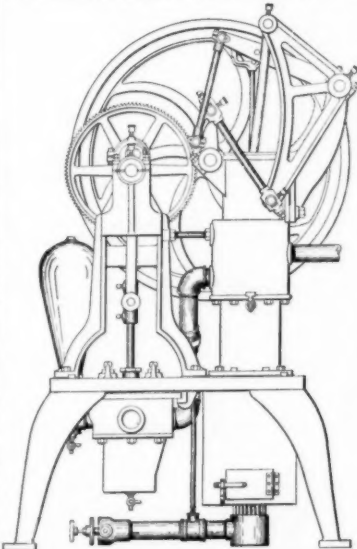
Hot Air Pump.

The illustration herewith represents the "Economy" hot-air pumping engine. This is not a gas engine, as might be supposed by those not understanding the different powers. The power is obtained by the expansion and contraction in heating and cooling the air in the cylinder of the engine. The action and cylinder of this engine, which is thoroughly covered by patents, gives it great power, by permitting the compression and heating of the air before expanding. The maker claims the results are that the engine can with the same amount of fuel produce from two to four times the power of any other hot-air engine known. This engine is a most simple device, with no valves or exhaust, and any person of ordinary intelligence can operate it without accident.

The pumping engines are used principally to take the place of the windmill in the country, and in the city for pump-

chines, wood saws and feed-cutting mills.

The company also manufactures air compressors which will give from two to two hundred pounds pressure, and one of



ECONOMY HOT-AIR PUMPING ENGINE.

its specialties is an engine to run a static machine for physician's use at a nominal



DE RONDE PAINTING MACHINE.

be destroyed by any chemicals which may exist in material used. No material can get at the valves or any part of the mechanism (which is extremely simple in its construction) to put same out of order. By an ingenious device the paint is automatically kept agitated and settling prevented; total weight of machine, seventy-five pounds. Less than fifteen inches wide, it can pass through almost any door. Only forty pounds pressure required to operate it, and tank is guaranteed to stand a pressure of 200 pounds. Can be operated either by hand or power (air compression). It is not an untried article or an experiment, but a product of ingenuity and skilled workmanship that has stood the test of practical work and met with general approval.

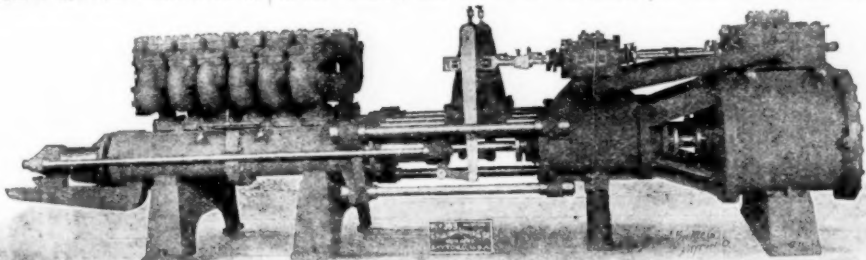
Triplex Electric Sinking Pump.

The miners' sinking pumps occupy a place distinctly unique. They are called upon to perform work under conditions different from other class pumps.

While steam economy and smoothness in operation are desirable features of a first-class sinking pump, others may also be cited. For instance, absolute reliability of operation, capability of pumping both air and water, small space, accessibility of vital parts and lightness, yet of design and material to produce strength.

The accompanying illustration shows the "Jeanesville Triplex Electric Sinker" complete, with waterproof motor designed to meet the highest and most exacting qualifications of this class of machinery.

This machine is the result of a demand answering the immense application of electric power to mining purposes. As



NEW COMPOUND DUPLEX PRESSURE PUMP.

special metal, and designed with a view of facilitating quick access for the inspection of the valves.

The valves are of the hydraulic pattern, made of steel and guided from below. An extension piece is provided for supporting the water plunger, and an approved adjustment device provided therefor.

ing water to high buildings. They are especially adapted for golf clubs and summer homes, to be used in drawing water from springs, lakes and wells of any description, for domestic and irrigating purposes.

The Fanning Manufacturing Co. of 153 West Jackson Boulevard, Chicago, con-

cost. Literature giving further particulars can be obtained on request.

De Ronde's Painting Machine.

Among many labor-saving inventions of recent years, one that is destined to come into general use is the painting

compared with other forms of sinkers its maker claims advantages as follows:

1. It can be operated by an electric current direct from a water-power situated miles from the point of application.
2. It produces no heating effect in the shaft, and the steam pipe is entirely eliminated.
3. It is the most economical or efficient pump in power consumed.
4. When the pump is stopped there is

Each plunger is cast on end in hard close-grained iron and is bolted to a cross-head guide, which is fitted with bronze adjustable shoes.

Each rod is fitted with bronze adjustable bearings at each end.

The crankshaft is of best open-hearth steel and is driven by two gears fitted over the discs which form the outside cheeks of the two end cranks, thus relieving the shaft of at least one-half the

is adapted to this kind of work, and they may be either direct or three-phase current.

The machine is built by the Jeanesville Iron Works Co. of Jeanesville, Pa.

A Large Coal Pier.

As recently noted in the Manufacturers' Record, the Baltimore & Ohio Railroad Co. has decided to considerably increase its facilities for shipping coal at Baltimore, and is now completing a pier at Curtis Bay on Baltimore harbor which is one of the largest in the United States. President Cowen of the Baltimore & Ohio is authority for the statement that the pier will probably be used largely for future export coal trade. It is 800 feet in length, 70 feet wide and supplied with facilities for loading four vessels having a capacity of 5000 tons each at the same time. Its cost complete will be about \$2,500,000.

Fireproof Window Frame and Sash.

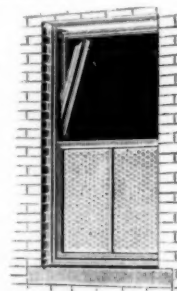
One of the developments of modern business life has been the introduction of fireproof construction and fireproof parts in erecting new building or improving those already erected. The reduction of fire-insurance rates, no less than the protection of property from fire, has been a leading factor in promoting these fireproofing improvements.

Shutters have been generally accepted as an efficient means of preventing the spread of fire, but that they have many disadvantages is well known. The introduction of metallic window frames and sashes used in connection with wire glass has been offered for some time as an improving substitute for the metal shutter. The value of these new fireproof windows as an absolute preventive against the spread of fire is being more and more recognized every day, and many buildings are being equipped with them. One strong endorsement of the new fireproof feature is their approval by underwriters and a consequent reduction in insurance rates. The E. B. Badger & Sons Co. of 63 Pitt street, Boston, Mass., is manufacturing and selling the Badger patent metallic fireproof window frame and sash, which is the one referred to above and illustrated herewith. These devices are all protected by patents.

The Badger Company mentions the following among many advantages of its patent frame and sash: The window can

reduction in insurance rates can be procured in many cases, 5 per cent. in others; wire glass window can be broken by a blow from a fireman's axe, whereas if a shutter is used the firemen are strongly opposed in their efforts to enter a building to fight fire.

These few claims for the Badger invention are mentioned in the belief that they



FIREPROOF WINDOW FRAME AND SASH.

will readily appeal to those looking for fireproof features for buildings.

The Badger Company also manufactures a complete line of metallic skylights of galvanized iron and copper. Further particulars of the Badger goods can be obtained by direct correspondence with the manufacturer.

Gang Punching Machine.

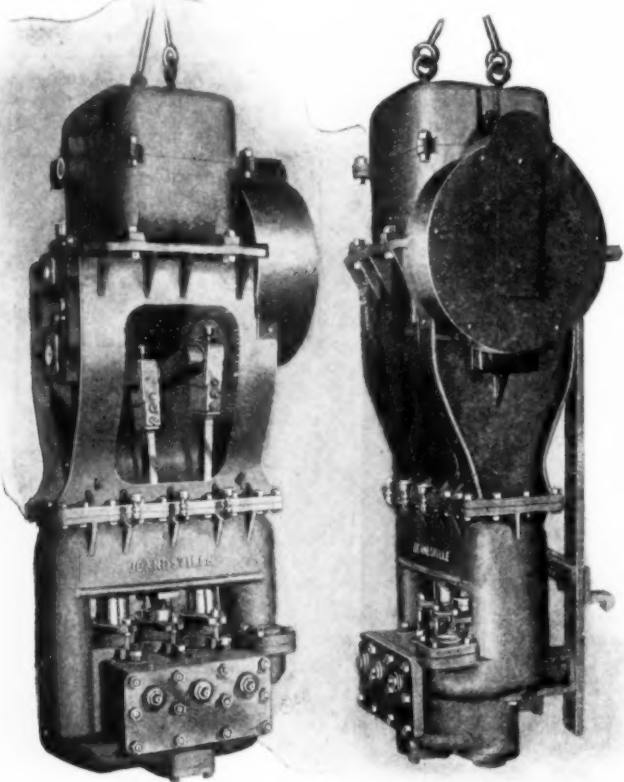
In the manufacturing world there are many establishments which find use for such a punching machine as is illustrated herewith.

Managers of such factories who are desirous of facilitating their operations by the addition of one of the latest mechanical appliances of its kind are invited to



GANG PUNCHING MACHINE.

inspect the features of this machine. It is known as the "Pioneer" press, and is adapted for punching at one operation all the holes in straps used for various purposes, also for perforating canvas, leather, feed-bags, sweat-bands, corsets, loose-leaf ledgers, sermon paper and other



TRIPLEX ELECTRIC SINKING PUMP.

no waste of current, and when in use current is consumed in the exact proportion to the work performed.

The design contemplates three single-acting plungers operated from common crankshaft with crank-pins placed 120 degrees apart. The resultant action of the three plungers is to produce a continuous and constant stream to the column pipe and reduce to a minimum the shock and jar thereon.

strain that would be brought upon it if driven, as is usual, by a single gear at one end; also economizes space in that no extra room whatever is required for these gears, and what is equally if not more important, places them inside the main bearings, which feature all who have had any experience with overhung gearing will appreciate.

All the gearing is machine-cut and of such strength as to give a most liberal



A LARGE COAL PIER.

The water cylinders are cast in one piece and are connected to the guides by hollow castings, which form a vacuum chamber on one side and air chamber on the other.

The valves are exactly the same as used in the "Jeanesville" steam sinker, where their excellency has been proved, and are completely accessible through hand-holes at face of valve chamber.

factor of safety on actual requirements.

The crankshaft gearings are completely enclosed in cast-iron frame. All parts are completely accessible for oils and inspection through large hand plate.

The motor is placed upon the top of pump frame and connects the crankshaft by proper-designed gearing to give the desired speed to pump. The pump frame is made to receive any make of motor which

be closed in an instant, whereas shutters require some skill and time; light is readily admitted through the wire glass, thus giving access to a building at all times without the labor of opening shutters; fire can be seen through this window, whereas in the case of fire where a shutter is used the discovery of the conflagration is delayed; the metal sashes are not affected by the weather; 10 per cent.

articles made from paper, felt, celluloid, etc.

The "Pioneer" press is also fitted with dies for blocking out small designs from material mentioned above, such as labels, advertising novelties, stars for flags, suspender-ends and tips, small strap purses, etc. The machine is operated by foot-power and has strong leverage. The hands are thus left free to handle the work.

For further particulars address Messrs. Edwin B. Stimpson & Son, 31 Spruce street, New York city.

"Stayon" Flexible Door Hanger.

Farmers, handlers of live-stock and others will be interested in the flexible

barn is crooked. The hanger has a loop joint between the wheel and the top of the door, allowing the latter to be raised or shoved outward independent of other doors where there is more than one. This feature permits hogs, cattle or other stock to pass out under or beside the door and not get fast. The door can be held rigid by means of the stay roller when desired.

The view of parts presented shows the construction of the hanger device. The lug (A) locks over the underside of the steel rail, preventing it from being thrown off. The wheels revolve on steel roller bearings and are attached to the door by a steel strap clamped over the top of door and extending down on each side and bolted through. The material is malle-

wheel, which revolves freely on the spindle, allowing it to be held irrespective of rotation of the clutch. The release is accomplished by seizing the hand-wheel and pulling the central spindle out until checked by contact of the leather washer against the gripping plate. Such wear as occurs on the gripping surfaces, which are arranged with wooden inserts on the larger sizes, is taken up by a simple screwdriver adjustment of the adjusting screws and their lock-nuts, the lock-nuts acting at the same time as drivers for the gripping plate.

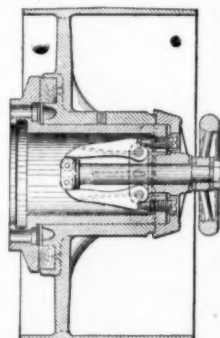


FIG. 2.—FRICTION CLUTCH FOR GAS ENGINES.

The outer surface of the clutch is entirely free from any projections, and this admits of it being safely handled while running.

The mechanism is simple in design and positive in its action, and is entirely enclosed in a dust-proof case.

The "B & C" friction clutch for gas engines is manufactured solely by the Whitman Manufacturing Co., 39 Cortlandt street, New York city, which will send further particulars to those making application.

The "P & B" Paris Exhibits.

Among the most novel of the American exhibits at the Paris Exposition is a pavilion erected by the Standard Paint Co. of New York. The pavilion is unique in construction, and the inscription "Standard Paint Company," the American and European trade-marks and the various

indicated by the legend "Poste d'Octroi."

The French architects made successful use of P & B Ruberoid in hallways and on stairways of a building for more than a year before the exposition opened. It was then arranged by special concession that an ornamental pavilion should be constructed inside and out, flooring, sides, ceiling and roof of "Ruberoid" for the use of French authorities in the colonial section.

"Ruberoid" has been largely used as a roofing all over the world, and is shown in this pavilion to be capable of the highest art decoration.

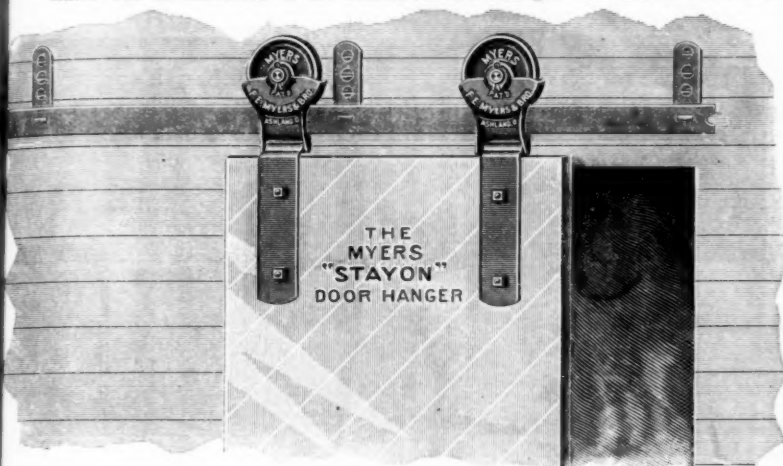
The "Ruberoid" covering the exterior walls is decorated in imitation of gray birch, with pilasters in oak. The roof is undecorated. The interior walls above the base of imitation wood are tastefully painted in floral designs on a delicate background as in fresco. The ceiling is paneled and the "Ruberoid" elaborately decorated in allegorical design, emblematic of the American, European, Asiatic and African continents. The flooring bears a tastefully colored border in Grecian design.

As a decorated flooring "Ruberoid" has been used before, but in this building the decorations are of a higher artistic grade than has heretofore been attempted, and as floors covered with the material have shown a lasting quality of over five years, here would seem to be a material that will ere long prove a formidable rival to oil and other floor cloths, with the added merit of being far below such in cost.

The roofs of the exposition warehouses are also covered with "Ruberoid." Thus this American product on its special merits is said to have won the highest place where the barriers of tariffs, natural trade prejudices and the world's competition were all encountered.

In the American section the "P & B" electrical compounds, insulating varnish and tape, insulating papers, roofing and other products of the Standard Paint Co. are shown.

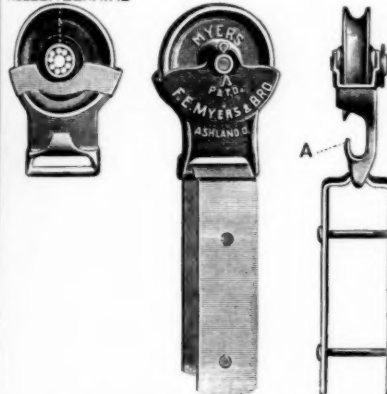
The reproduced photograph herewith gives a clear idea of the pavilion, which typifies a material the use of which in the



FLEXIBLE DOOR HANGER.

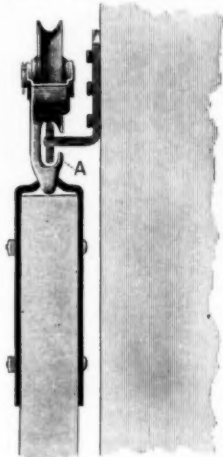
door-hanger illustrated. An examination of the desirable features of this device will recommend it to everyone having use for hanging doors.

ROLLER BEARING



SOME PARTS OF FLEXIBLE DOOR HANGER.

The "Myers Stayon Flexible Door-Hanger" will push and pull easy, and is so constructed that when once in position



SOME PARTS OF FLEXIBLE DOOR HANGER.

it is impossible to throw it off the track, no matter how roughly handled; hence its name. The flexible feature prevents binding when door is warped or side wall of

ble iron and steel. The track is of heavy special high carbon stiff steel.

Messrs. F. E. Myers & Bro. of Ashland, Ohio, manufacture this hanger and can give further information.

Friction Clutch for Gas Engines.

Users of power from gas, gasoline and oil engines will be interested in an improved form of friction clutch specially designed for such engines.

The "B & C" clutch bolts directly on the flywheel of the engine, where it is within easy reach for operation, inspection and adjustment. Its application is simple, and no departure from flywheel design in general is required.

The pulley-carrier, which forms the journal for the pulley, and the case con-

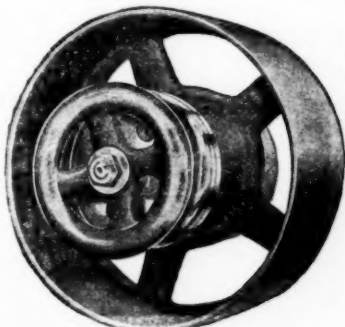


FIG. 1.—FRICTION CLUTCH FOR GAS ENGINES.

taining all the working parts fits over the hub and is attached by bolts or cap-screws to the bosses, which are cast on the arms and turned true with the bore, and in no way interfere with the use of regular fixed pulley if desired.

The action of the clutching mechanism will be readily understood from the sectional view shown. The principle is that of side-gripping, which eliminates the effect of centrifugal force and insures a positive release. In effect the faces of the pulley hub while in clutch are held in a circular vise. To develop the gripping power it is only necessary to shove in the central spindle by means of the hand-



THE STANDARD PAINT COMPANY'S PAVILION AT PARIS EXPOSITION 1900
CONSTRUCTION EXTERIOR AND INTERIOR DECORATED RUBEROID

head offices—New York, London, Paris, Hamburg, Berlin and Sydney—appear on the front of the building. Surmounting the roof as a weather-vane is the well-known "P & B" with the "Rooster" trade-mark in gold. The trade-mark seems peculiarly fitting in a place so entirely Gallic in character, as the building itself is occupied by the officers of the Paris customs, which is

past ten years has spread to every portion of the civilized world.

The company's European offices are at 50 Boulevard Haussmann, Paris; 59 City Road, London, E. C., both in charge of Robert W. Blackwell & Co., Limited; at 16 Friederich Strasse, Berlin, and 33 Grimm, Hamburg; the German offices in charge of the Allut, Noodt & Meyer Co., Limited.

Electric Passenger Elevator.

An illustration is presented of a direct-connected electric passenger elevator apparatus designed by competent engineers of long experience. These designers have produced a machine which combines durability, safety and economy with simplicity, ease of control and smoothness of motion.

The comparatively small cost of installing, low expense for operating, small space required for machinery and entire absence of dirt, ashes, smoke, steam or heat make this elevator available in many places where heretofore it was not convenient to place a modern elevator.

The worm is of special bronze, and the worm gear-wheel of special iron, and both are of the maker's Albro type and accurately cut by its patented process, claimed to be far superior to the old-style straight gearing, and is the same that has been furnished in large quantities for the new war vessels of the United States

suddenly. It allows the operator to start, stop or reverse the motion of the car without risk, and with great ease. The motor is provided with self-adjusting carbon brushes, self-oiling bearings, and fuses, and is compound wound, and so arranged that the compound winding is cut out after the elevator is started, and it then runs as a simple shunt-wound motor, thus operating with the greatest possible economy.

The electric brake is a great improvement. It will release the brake-wheel positively when the current is turned on to ascend or descend, and clamp it tightly when the current is turned off. Should any accident happen to the main circuit the brake would immediately be applied, thus avoiding any danger of the car running down too fast. It is also arranged so as to take up the wear on the bands automatically.

The electric slack cable stop operates so that in event of the car meeting with an obstruction in its descent a switch is dis-

This design of electrical apparatus, with car and complete equipment, is built by the Albro-Clem Elevator Co. of Seventh street and Glenwood avenue, Philadelphia, Pa.

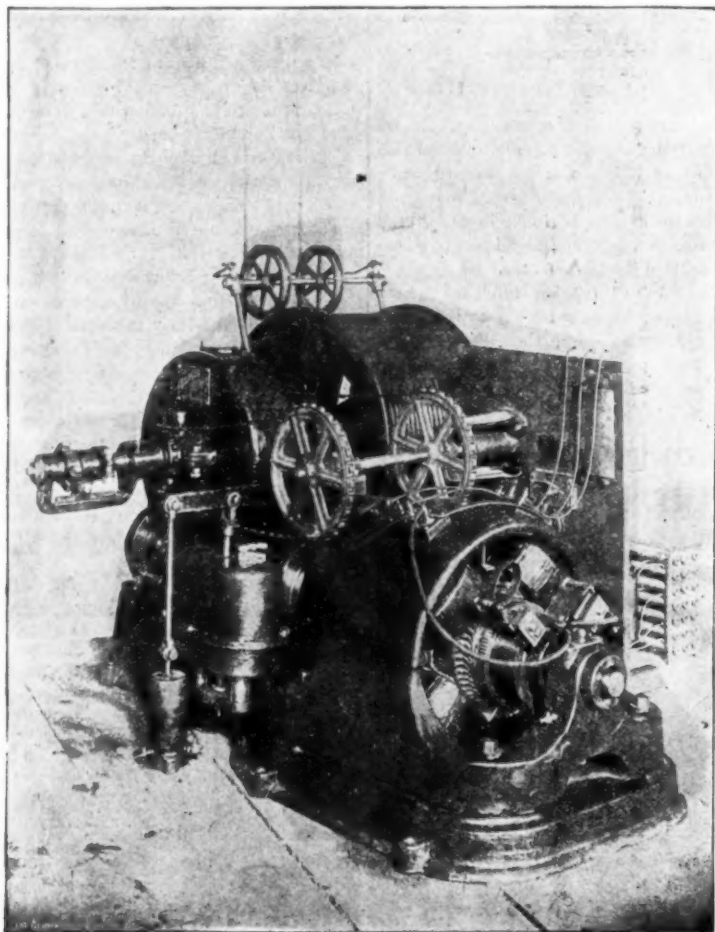
Electric-Driven Drills.

The introduction of electric-power for the many purposes for which it is now used was comparatively recent. Used first for general lighting purposes and then to furnish power for railways, the

are furnished, but the company strongly advocates the belt-connected. Inquirers may address the maker for further particulars.

Fly-Paper Protector.

The general use of sticky fly-paper will undoubtedly result in a large market for the new device which is illustrated herewith. This device is a wire holder for sticky fly-paper, and its makers have

**ELECTRIC PASSENGER ELEVATOR.**

government and high-class service in all parts of the world. Both the worm and worm gear-wheel are enclosed in an oil-tight case or housing and run in oil, thus preventing the accumulation of dirt or other destructive matter.

The thrust at ends of worm is taken by hard-metal buttons and collars carefully finished for this purpose.

The winding drum is accurately turned and spirally grooved in lathe, preventing cables from chafing and wearing, and greatly increasing durability of same.

The motor and controller were specially designed, and are built for these machines after long experimenting. Special attention has been given to the controller, which is a prominent feature in electric elevators. It is provided with an automatic switch and rheostat, by means of which the current is turned into the motor gradually, giving a smooth, steady motion to the car when the operator starts it or stops it, and prevents injury to the motor from the current being applied too

connected, stopping the machine at once, thus preventing an entanglement of the cables and accident.

The automatic stop to stop the car at the top and bottom of building is positive in its action.

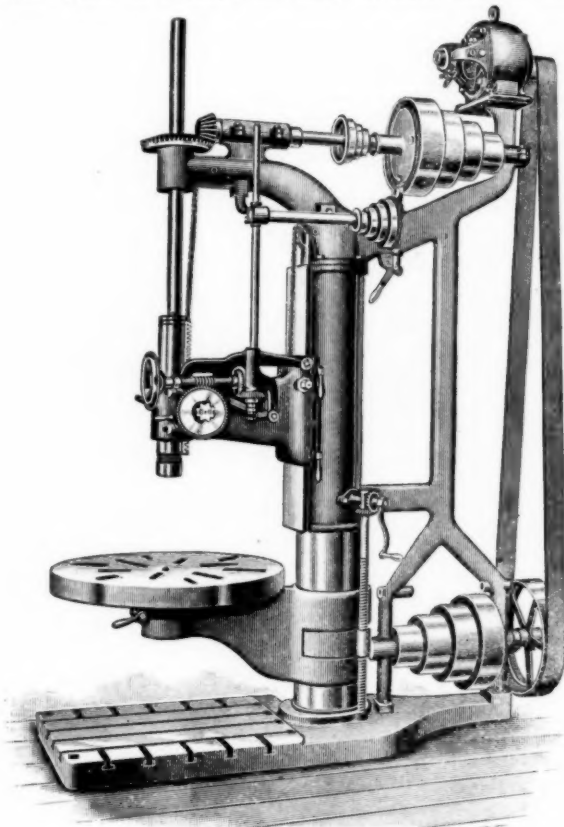
The whole machine is mounted on a heavy bed-plate, and motor is thoroughly insulated from same to avoid grounding of current.

A patented grip safety appliance is placed on the car to prevent same from falling should cables break; this is positive in its action, and has been subjected to a number of severe tests, all of which have proved successful.

A safety governor is also placed on the car, which will not allow it to attain a speed beyond the normal from any cause whatever.

The lever-controlling device is placed in the car, and by means of it the operator starts and stops same.

Designs of cars can be submitted for approval.

**ELECTRIC-DRIVEN DRILL.**

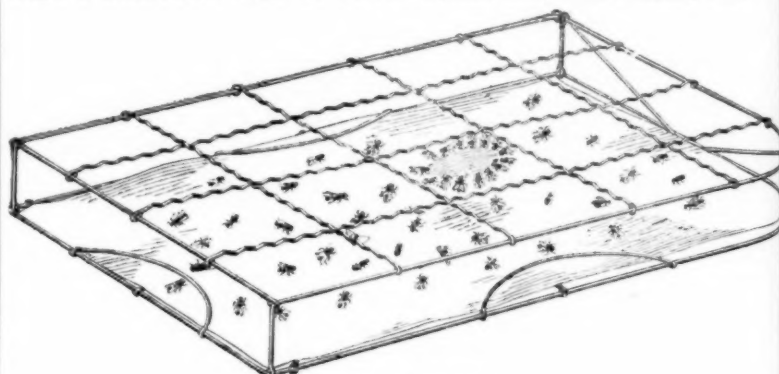
powerful electric current has latterly been adapted to various uses that have found a constantly increasing favor with manufacturers. The favorite form of adapting electric power in factories is to equip each single machine with its own individual motor, and this adaptation is being widely used.

An illustration is presented herewith of the unique manner in which the W. F. & John Barnes Co. of Rockford, Ill., has mounted motors to its upright drilling machines. In using what might be termed a belt-connected motor the fac-

named it "The Prevent" sticky fly-paper protector. Its utility and advantages are recognized at a glance. Fly-paper placed in the wire protector cannot be blown against the window, the floor or other parts of the house, nor can a person place the hand, clothing or other articles accidentally in contact with the sticky material.

The Wm. Inglis Wire and Iron Works of Detroit, Mich., manufactures this device.

The author of "The Workers," Walter A. Wyckoff, has published nothing since

**FLY-PAPER PROTECTOR.**

tory owner is said to save not only the expense of gearing, but floor space, because of the placing of the motor away from the dirt and dust of the floor; and, furthermore, the belt is noiseless and the driving capacity is claimed to be fully as efficient as gearing.

The Barnes Company has furnished a number of its drills equipped as stated, and is prepared to quote prices promptly. Either geared or belt-connected motors

the appearance of those two remarkable volumes. In the September Scribner's he will reappear as a writer with an account of his journey to the far North with one of the Peary relief expeditions. He will tell particularly of his observations of the strange race of Esquimaux known as the Arctic Highlanders. The articles contain much valuable observation, and are beside amusing and entertaining on their adventurous side.

WHY IMPROPERLY-BALED COTTON CONTRIBUTES TO DISASTROUS FIRES.



In view of the recent fire at the piers of the North German steamers, Hoboken, which has been officially reported as having started in a pile of cotton, the accompanying illustrations are of much interest. These cuts were made from photographs taken last February, showing square and roundlap bales on the very piers of the North German steamers which were destroyed by the fire. At the time of the fire there were no roundlap bales on these piers.

A study of these pictures, showing the condition of the square bales as stored ready for loading on shipboard, gives ample explanation of the reason why the fire spread so rapidly, and justifies the suggestion of the Philadelphia Record that travelers should refuse to take passage on steamers carrying cotton in such condition as is indicated by these photographs. In contrast with the condition of the square bales, the neat and solid-looking packages of the round bales on the same piers at the same time present a striking argument in favor of improved baling.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., August 15.

The tone of trade in the local phosphate market has ruled steady, without any expansion in volume. Manufacturers of fertilizers are in the market, and brokers report some business in Florida and South Carolina rock. The only charters reported for the week were the schooner Gen. A. Ames, 452 tons, from Cartaret to Baltimore with phosphate at 85 cents and wharfage, and the British steamer Widdrington, 954 tons, from Tampa to La Pallice with phosphate rock on private terms. Reports from the Southern phosphate belt continue encouraging, and from South Carolina a fairly active domestic and foreign demand for rock is reported. Prices f. o. b. Ashley river and Charleston remain unchanged. Florida rock is firm, with a good foreign inquiry for both hard rock and pebble. Shipments from the ports are very active, and miners are busy filling orders, so that vessels in port may receive prompt dispatch. The movement in Tennessee is improving materially, and the market is a shade firmer for foreign grades, and there is also more inquiry for the domestic market. Phosphate men at Mt. Pleasant are better satisfied with the situation, and look for considerable activity during the fall and winter months. The weather has been dry for the past week, and miners have been working vigorously, the output being estimated for the present month at 65,000 to 75,000 tons. Prices are generally steady, with a fair offering.

Fertilizer Ingredients.

The market for ammoniates remains unchanged, and the volume of trade moderate, with a fairly active demand. Stocks in the West are not excessive, and holders are generally firm in their views. There has been considerable inquiry from Southern sources, and a fair Eastern demand. Values throughout the list are very steady, and in some cases a shade higher. Tankage (concentrated) is firm. Nitrate of soda is steady for spot and firm for futures. Sulphate of ammonia is steady.

The following table represents the prices current at this date:

| | | |
|---------------------------------|------------|-------------|
| Sulphate of ammonia (gas)... | \$2.85 | @ 2.87 1/2 |
| Nitrate of soda, spot Balto.... | 64 | @ 2.05 |
| N. York..... | 64 | @ 1.80 |
| Blood..... | 2.27 1/2 | @ 2.30 |
| Azotone (beef)..... | 2.20 | @ 2.25 |
| Azotone (pork)..... | 2.20 | @ 2.25 |
| Tankage (concentrated)..... | 1.97 1/2 | @ 2.00 |
| Tankage (9 and 20)..... | 2.15 & 10¢ | @ 2.20 & 10 |
| Tankage (7 and 30)..... | 19.00 | @ 19.50 |
| Fish (dry)..... | 23.00 | @ 24.00 |

Phosphate and Fertilizer Notes.

The Pharr Phosphate Co.'s property, a mile south of Bartow, Fla., was sold last week under a decree of the court to E. W. Coddington, as trustee, for \$6000.

The annual report of the American Agricultural & Chemical Co., which will be issued during the present month, is said to show earnings of 5 1/2 per cent. on the common stock.

The schooner Mary Lee Patton cleared from Charleston, S. C., last week for Baltimore with 800 tons of phosphate rock, and schooner Emma C. Knowles for Elizabeth, N. J., with 952 tons.

The F. S. Royster Guano Co. of Norfolk, Va., increased its capital stock on the 9th inst. from \$250,000 to \$1,000,000. The present officers, F. S. Royster, presi-

dent; C. F. Burroughs, vice-president, remain.

The Scott Fertilizer Co. of Cecil county, Maryland, has purchased a lot and several tenement-houses at Elkton, Md., for \$2500. The company will use the ground for the construction of its acid chambers.

Workmen at Nashville last week while engaged in quarrying stone at the old McGarock Park discovered a valuable vein of phosphate rock. The property belongs to the city, and an analysis of the rock was made showing 75 per cent. pure phosphate.

Mr. W. W. Copeland of Richmond county, Georgia, whose plantation borders on and is partly in Columbia county, is said to have discovered a valuable mine of fuller's earth on his land. The deposit of this valuable dirt extends over many miles, and is said to resemble chalk or kaolin. Mr. Copeland will proceed at once to develop the property.

The whaleback steamer City of Everett was loading a cargo of pebble phosphate at Port Tampa, Fla., on the 10th inst. for Cartaret, N. J., from the Palmetto Phosphate Co. The British steamer John Morrison sailed from Port Tampa on the 5th inst. for St. Nazaire, France, with 2485 tons of pebble phosphate from the Palmetto Phosphate Co., and the schooner Gracie D. Buchanan finished loading on the 7th inst. and sailed for Philadelphia with 1562 tons of pebble phosphate from the Florida Engineering Company.

It is stated that the total amount of phosphate rock booked for shipment from Mt. Pleasant, Tenn., between the 5th and 20th of the present month by the Louisville & Nashville Railroad amounts to

13,900 tons. This rock is to be shipped by the Tennessee, Bluegrass, Central and American phosphate companies to Pensacola, where it will be reshipped to European ports. The domestic shipments amount to about thirty-five carloads a day. From the present movement for the month of August shipments will amount to between 65,000 and 75,000 tons.

Mr. Albert F. Dewey reports the shipments of phosphate from the port of Punta Gorda, Fla., for the month of July as follows: Schooner Paulina for Dublin, Ireland, with 2690 tons; schooners Lizzie J. Parker with 2010 tons, Maria Palmer with 2800 tons and Calumet with 1737 tons, all for Baltimore, making a total for the month of 9306 tons; previously reported 19,085 tons domestic and 9107 tons foreign, making a total of 37,498 tons for the seven months ending July 31, of which 25,701 tons were domestic and 11,797 foreign, all shipped by the Peace River Phosphate Mining Co.

The Mobile Phosphate Co. was chartered in Mobile last week for the purpose of manufacturing, mining and importing all kinds of commercial fertilizers. The officers of the new company are Francis J. Pelzer of Charleston, S. C., president, and George H. Tucker, formerly of Charleston, S. C., secretary and treasurer. Mr. Tucker will also be general manager. The board of directors consists of the gentlemen named above, and also F. J. Pelzer of Charleston, S. C.; William K. Pelzer and Arthur Pelzer of Montgomery, Ala. The new company has purchased the factory, brands, trade-marks and good-will of the Mobile Phosphate & Chemical Co., and will succeed to the business of that company.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Anniston—Electric-light Plant.—The Anniston Manufacturing Co. will install electric plant in its cotton mill, as lately reported; contract has been awarded for a plant of 350 lights, to cost, including engine, \$2500.

Anniston—Steam Laundry.—George Wilson and Ward Rose, proprietors of Anniston Steam Laundry, have awarded contract to Badders & Tritt for erection of a two-story brick building 25x75 feet, to be equipped with laundrying apparatus.

Athens—Foundry and Machine Shops.—The Bowers Machine and Foundry Works will be established by H. Y. Bowers.

Birmingham—Water-works.—The Irondale Water, Light & Power Co., F. W. Turpin, secretary, reported lately as incorporated for the construction of water-works to supply suburbs of Birmingham, will build a steel power-house 50x150 feet, equipped with a 2,500,000-gallon pump, boilers and engine; R. R. Zell, engineer, 2004 Third avenue.*

Epes—Cotton-oil Mill.—The Epes Cotton Oil Mill is the name of company reported previously as being formed for building a cottonseed-oil mill; 40-ton mill is now in course of construction. John A. Rogers is president; A. C. McMillan, vice-president; T. L. Smith, secretary and general manager.

Greensboro—Street Improvement.—The city will issue \$10,000 of bonds to improve Main street a distance of 3000 yards. Address "The Mayor."

Huntsville—Saw-mill.—The Indiana Lumber Co. has established a saw-mill at Lilly Flagg Station to replace the one burned at Byrd Springs; A. O. Hamilton, manager.

Jacksonville—Cotton Mill.—It is stated the Ide Cotton Mill Co. has been organized, with capital stock of \$200,000, for establishment of a cotton mill. George P. Ide can probably give information.

Mobile—Fertilizer Factory.—The Mobile Phosphate Co. has been chartered for the manufacture of fertilizers, including acid phosphate and ammoniated fertilizers; it has purchased the property of the Mobile Phosphate & Chemical Manufacturing Co. Francis J. Pelzer, Jr., of Charleston, S. C., is president, and George H. Tucker, secretary and treasurer, who, with William K.

Pelzer and Arthur Pelzer of Montgomery, Ala., form the board of directors.

ARKANSAS.

Morrilton—Water-works.—The city will soon call for bids on the construction of its \$32,000 water-works system, reported recently. Address "The Mayor."

Pine Bluff—Cotton-oil Mill.—The Arkansas Cotton Oil Co. is equipping its mill with new machinery at a cost of \$25,000.

FLORIDA.

Apopka—Saw-mill.—W. B. Hammond of Zellwood, Fla., will, it is said, establish a saw-mill and box factory at Apopka.

Martin—Hardwood Mill.—Mr. Brown, manager of the North Carolina & Virginia Wheel Co. of Richmond, Va., will, it is said, locate a hardwood mill at Martin.

Miami—Water-works.—Daniel Cosgrove is making examinations for a new water supply.

Pensacola—Shipbuilding Plant.—It is reported that M. Peters of New York, N. Y., representing a syndicate, is investigating with a view of establishing a large dry-dock and shipbuilding plant at Pensacola.

Pensacola—Brick Works.—The Escambia Manufacturing Co., operating brick works at Ferry Pass, will be incorporated and increase its capital stock \$35,000 for the purpose of enlarging. New machinery, including a \$5000 patent steam drying plant, will be installed and the capacity increased to 50,000 bricks per day. Address A. C. Berry, manager.

Talleysrand (not a postoffice)—Pottery.—It is reported that kaolin deposits have been discovered near Talleysrand, and that a \$50,000 plant for the manufacture of pottery will be erected. Among those said to be interested are the proprietors of the Parnassus (Pa.) pottery.

Tampa—Cigar Factory.—The company reported recently as being formed for the establishment of cigar factory is a reorganization of an established factory employing 500 operatives. New company has incorporated as the Li Pila Havana Cigar Manufacturing Co., with capital stock of \$150,000. Creagh, Guldnecht & Co. of Philadelphia, Pa., are the principal owners.

Tampa—Road Improvement.—Hillsboro county will hold an election on September 15 to decide the issuance of \$300,000 of bonds for improvement of roads. Address "County Clerk."

Wellborn—Ginney.—R. W. Williams & Son will install new cotton gins.

GEORGIA.

Atlanta—Acid Chamber.—The Marietta (Ga.) Guano Co. is building another acid chamber at its factory near Atlanta.

Atlanta—Cannery.—Lodowick J. Hill, 523 Austell Building, contemplates establishing a cannery.*

Augusta—Fuller's Earth Deposits.—W. W. Copeland has discovered fuller's earth on his property in Richmond county and will develop it. Address care of G. H. Ingram, 521 Ellis street.

Bronco—Iron-ore Mines and Furnace.—It is reported that the Virginia Iron, Coal & Coke Co., George L. Carter, president, Bristol, Tenn., has purchased the iron-ore properties at Bronco of C. E. Buck of the Chattanooga Ore Co.; it is also reported that the purchasers will build and operate a blast furnace at this point.

Cartersville—Water-power Developments. Mineral Lands, etc.—Dr. L. M. Potter of New York city, representing other parties, has purchased the Etowah iron property for about \$500,000. The property includes 17,000 acres of mineral lands, water-powers, etc., which it is proposed to develop thoroughly. The water-powers are to generate electricity, which will be transmitted for operating factories and cotton mills to be built. The sale was made through the efforts of A. O. Granger of Philadelphia, Pa.

Clayton—Mica Mines.—Massachusetts parties have purchased the Kell mica mines near Dahlonega from S. S. Whitmire and W. S. Whitmire.

Lagrange—Cotton Mill.—The Unity Cotton Mills, previously reported, has completed organization, with capital of \$125,000, and expects to increase to \$200,000; will have 10,000 spindles. Site has been purchased and plans for mill are about ready. Address C. V. Truitt, president.

Macon—Telephone System.—The city council has granted franchise to W. A. Bisbee & Co. for construction of the telephone system mentioned lately.

Marietta—Drug Factory.—J. P. Dawson and L. E. Moore have incorporated the Moore Drug & Package Co. for manufacture of patent medicines, etc.; capital stock is \$5000, with privilege of increasing to \$20,000.

Montezuma—Flour Mill.—A roller flour mill with daily capacity of forty barrels will be erected; building will be four stories; names of interested parties to be announced later.

Toccoa—Light and Power Plant.—The Toccoa Falls Light & Power Co. has been incorporated to develop water and electric power, etc.; capital stock is \$50,000; incorporators, E. P. Simpson, L. A. Simpson, S. V. Davenport and others.

Twiggs County—Hardwood Mills.—C. A. Herner and X. Y. McHan of Clarksburg, W. Va., and W. G. McNally of Monroe, Ga., are investigating with a view of establishing hardwood mills for the development of the timber resources of Twiggs county.

Waycross—Knitting Mill.—Mr. Woodin and Mr. Haight are prospecting with a view to establishing a knitting mill. Address care of Chamber of Commerce.

Wright—Saw-mills.—The Garbutt Lumber Co. of Garbutt, Ga., is about to move its plant to Wright and consolidate with the Garbutt Lumber Co. at that point. The two saw-mills will have a capacity of 80,000 feet of lumber and 30,000 feet of boards daily, besides shingles and laths.

Wrightsville—Lumber Mills.—Arline & Mason will rebuild their lumber mill and cross-tie factory lately burned.

KENTUCKY.

Alpine—Coal Mines.—Jesse T. Hill, T. M. McConnell, B. L. Deche, J. J. Lynch and W. E. Hendrick, all of Chattanooga, Tenn., have incorporated the Alpine Coal Co., and will develop mines near Alpine; capital stock is \$100,000.

Covington—Shoe Factory.—The Ideal Shoe Co. has been incorporated, with capital stock of \$4500, by Max Adams and others.

Dayton—Electric-light and Power Plant.—The Dayton Electric Light & Power Co., reported recently as incorporated, has received bids for erection of \$25,000 plant.

Elizabethton—Lumber Company.—The Watkins-Montgomery Company, capital \$12,000, has been incorporated.

Elkton—Water-works.—It is probable that the city will arrange for construction of a system of water-works. Address "The Mayor."

Germantown—Asphalt Deposit.—Taylor R. Young of St. Louis, Mo., will organize the Brunswick Asphalt Co. for the development of asphalt deposits at Germantown.

Louisville—Coal Mines.—The Nats Creek Coal Co. has been incorporated, with capital stock of \$250,000, to conduct general coal and coke business, by J. Huffaker, W. H. May, J. O'Connor and others.

Louisville—Bridge.—The Kentucky & Indiana Bridge & Railroad Co. has been incorporated, with capital stock of \$75,000, and F. S. Gannon of Washington, D. C., president; W. H. McDoel of Chicago, Ill., vice-president; H. W. Hazlitt of Louisville, secretary and treasurer. The company has purchased the property of the old K. & I. Bridge Company.

Louisville—Laundry.—C. A. Curtin has made plans for laundry for Ursuline Academy.

Louisville—Tobacco Factory.—The Peerless Tobacco Co. has been organized, with Walter S. Adams, president; D. J. Eyley, vice-president and general manager, and R. T. Carimall, secretary and treasurer; capital stock \$10,000; company has purchased the factory, and will make extensive improvements.

Owensboro—Coal Mines.—The Oakhill Coal Co. has been incorporated by H. A. Williams, George D. Pettit and W. S. Morrison, to develop coal lands.

LOUISIANA.

Lake Charles—Irrigation System.—The Black Bayou Irrigation Co., reported recently as incorporated, is irrigating 500 acres at present, and will next season irrigate 1500 or 2000 acres, installing additional machinery for the purpose. Address A. J. Perkins.*

Natchitoches—Electric-light Plant and

Water-works.—Owen Ford of St. Louis, Mo., has received contract for water-works and electric-light plant at Natchitoches.

New Iberia—Electric-light Plant and Water-works.—The city has let contract to M. T. Lewman & Co. of Louisville, Ky., at \$89,900 for construction of its water-works and electric-light plant lately reported.

New Orleans—Electric Power-house.—The New Orleans City Railroad Co., R. M. Wainmsley, president, has had plans prepared by Mr. Sargent of Sargent & Lundy of Chicago for its proposed power-house; contract for machinery has also been awarded.

New Orleans—Dry-docks, etc.—Capt. Robert Hadden and Louis A. Hymel have leased and will operate the McLellan Dry-Docks.

New Orleans—Arrangements will be made for the manufacture of a patent cottonseed machine. Address William A. Ragsdale, 855 Carondelet street.*

MARYLAND.

Baltimore—Distillery.—The Baltimore Distilling Co. is having plans made for a new plant, to be three stories, of brick, 35x63 feet.

Baltimore—Marble Works.—William Pent & Co. have contracted for a new steam plant that will triple the capacity of their marble works.

Boonsboro—Cannery.—Caleb Long and Louis A. Funk will establish a cannery with capacity for 10,000 cans per day.

Elkton—Sulphuric-acid Plant.—The Scott Fertilizer Co. has awarded contract at \$25,000 for the erection of a sulphuric-acid plant with daily capacity of twenty tons.

Hagerstown—Plumbing, etc.—The E. C. Moser Company has been incorporated, with capital stock of \$5000, to furnish steam-heating apparatus and do plumbing, etc., by E. C. Moser, T. M. Moser, S. M. Wolfinger and others.

Langdon (not a postoffice)—Butterine Factory.—The Standard Butterine Co., W. P. Elkins, president, Washington, D. C., will build a \$300,000 factory at Langdon.

Lonaconing—Water Mains.—The Midland Elk Lick Water Co. has received franchise for laying mains.

Washington, D. C.—Printing.—Chartered: The Union Printing Co., with capital stock of \$3000, by Bernard R. Holmes, Michael Graney, Jr., and G. W. Bauville.

MISSISSIPPI.

Clarksdale—Water-works and Sewerage.—It has been decided by popular vote to issue \$37,500 of bonds for construction of the city's proposed water-works and sewerage systems. Address "The Mayor."

Gulfport—Ice Factory.—The Gulfport Ice Co. has been incorporated by J. G. Foster, G. T. Heard and others for the manufacture of ice; capital stock \$15,000.

Oxford—Sewerage System.—The city has issued \$20,000 of bonds for construction of sewerage system. Address "The Mayor."

Tchula—Coal Chutes, etc.—The Yazoo & Mississippi Valley Railroad Co., J. T. Harahan, second vice-president, Chicago, Ill., will construct new yard, including roundhouse, turntable, coal chutes, sand and oilhouse, repair house, etc., as lately reported, but does not expect to build shops.

Woodville—Cotton Mill.—A company will be organized for the establishment of a \$60,000 cotton mill. Address Col. J. H. Jones.

Yazoo City—Saw-mills, etc.—J. W. Holton & Son of Indianapolis, Ind., have recently purchased 5000 acres of timber lands on the Sunflower river and will develop the property; one saw-mill has been established, and it is the intention to erect four or five more; the entire tract will be cleared up for agricultural purposes; will also put in a bentwood factory. J. W. Edwards of Indianapolis is also interested and may be addressed at Yazoo City.

MISSOURI.

Grant City—Telephone System.—Incorporated: The Grant City Telephone Co., capital \$2000, by P. D. Anderson and J. F. Okey.

Kansas City—Terminals, etc.—The City Terminal Railway Co., recently organized, with Frank Hagerman, president, will provide terminal facilities for several railroads, including the Chicago Great Western Railway; will also build depot and freight sheds, roundhouses, etc., and later on repair shops.

Marshfield—Milling.—Chartered: The Marshfield Milling Co., with capital stock of

\$10,000, by C. A. Standridge, G. F. Gilbert, T. S. Florence and others.

Piedmont—Lead and Zinc Mines.—The Piedmont Mining Co. has been chartered, with capital stock of \$2500, by J. L. Batters, S. A. Lee, R. H. Davis and others.

St. Louis—Tobacco Works.—The Central Tobacco Works has been chartered, with capital stock of \$5000, by Douglass Y. Layton, Chas. A. Tush, James Cole and others.

St. Louis—Manufacturing.—Chartered: The H. McK. Wilson Manufacturing Co., with capital of \$2000, by Henry McK. Wilson, Frederick D. Hager and John F. Small.

St. Louis—Floral Company.—The Koenig Floral Co. has been chartered, with capital stock of \$2000, by Otto G. Koenig and others.

St. Louis—Tobacco Company.—The Central Tobacco Co. has been incorporated, with capital stock of \$5000, by Douglas G. Layton, Charles A. Tust, William H. McCollough and James Cole.

West Plains—Electric-light Plant and Water-works.—It has been decided by popular vote to issue \$27,500 of bonds for water-works and electric-light plant. Address "The Mayor."

Wilton—Mining.—The Wilton Mining Co. has been incorporated, with capital stock of \$25,000, by J. W. McKiernan, A. F. Morton and B. F. Nutt of Parsons, Kans.; J. M. Robinson of Sedalia, Mo., and others.

Windsor—Cannery.—The Windsor Canning Co., reported lately as incorporated, has cannery in operation with daily capacity of 20,000 cans.

NORTH CAROLINA.

Concord—Furniture Factory.—It is reported that John C. Wadsworth has purchased 122 acres of land for \$6000, and will erect a furniture factory.

Greensboro—Water-works.—The city has bought the Greensboro Water Supply Co.'s works at \$87,500. Address "The Mayor."

Henderson—Cotton Ginnery.—Beacom Bros. have purchased equipment for and will install a cotton ginnery.

Hickory—Flour Mill.—Moore & Moore will build a 150-barrel roller flour mill and grain elevator.

Kinsey—Talc Mines.—The American Talc Co., George H. Taylor, manager, 41 Pine street, New York, has purchased the Hillier talc property at Kinsey and is developing same. A mill, capable of pulverizing fifty tons a day is now being erected, together with other necessary buildings, tramways, etc. It was reported recently under Murphy that George Taylor of New York had purchased this property.

Kinston—Oil Mill and Ice Factory.—The Lenoir Oil & Ice Co. has been incorporated, with capital stock of \$10,000, by J. E. Hood, C. T. Meacham, J. F. Taylor, F. C. Dunn and others for the manufacture of cottonseed oil, fertilizers, ice, etc.

Louisburg—Mercantile.—J. W. Hollingsworth and others have incorporated the Louisburg Mercantile Co., with capital of \$1000.

Raleigh—Silk Mill.—It is rumored that New York parties will locate a silk mill in Raleigh.

Roxboro—Pants Factory.—The Roxboro Manufacturing Co. has purchased the factory of Noel Bros. Pants Co., and will increase capacity to 150 machines.

Statesville—Electric-light Plant.—The Statesville Electric Light Co. will install additional machinery for enlarging its plant.

Wilmington—Coin Holder.—J. B. Mercer has patented a metallic coin holder and safety device for mailing small vials and glass articles.

Wilmington—Cannery.—George T. Johnson has established a cannery at Wrightsboro with capacity of 10,000 cans per day.

Wilmington—Tank, etc., Factory.—Florida parties are investigating with a view to establishing a tank and woodenware factory in Wilmington. The Chamber of Commerce is interested.

Zirconia—Water-power Development and Cotton Mill.—R. M. Oates, Jr., J. M. Oates and D. W. Oates of Charlotte, N. C., have purchased 150 acres of land and the Green River Falls, near Zirconia. The Messrs. Oates intend to develop the power of the falls and erect a cotton mill to utilize it. It is said from 800 to 1000 horse-power can be developed.

SOUTH CAROLINA.

Batesburg—Cotton Mill.—The Middleburg Cotton Mill is building an addition to double capacity of its 2600-spindle and 170-loom factory.

Florence—Tobacco Manufacture.—The Farmers' Tobacco Warehouse Co., capital \$2500, has been incorporated by B. H. Rucker

and P. A. Wilcox to deal in and manufacture tobacco.

Greenville—Train-signal Company.—Chartered: The Harris Train Signal Co., with capital stock of \$22,000, by W. A. Harris, B. S. H. Harris, G. W. Taylor and others, for the manufacture of the Harris train signal.

Marion—Flour Mill.—The Marion Milling Co. has been incorporated by E. T. Wilcox, president; B. M. Badger, vice-president, and P. B. Hamer, secretary, to establish a flour mill; capital stock \$7000.

Tirzah—Cannery.—W. T. Massey and Latta Massey have established a cannery.

Yorkville—Cotton Mill.—Sutro Cotton Mills will reorganize and resume operations; has applied for new charter, capital stock to be \$50,000; incorporators, T. B. McClain, J. S. Brice of Yorkville and Wm. H. Lyles of Columbia.

TENNESSEE.

Alexandria—Coal Mines.—Coal has been discovered on the property of Andy Williams and will probably be developed.

Bristol—Fertilizer Factory, etc.—The Ganthier Pork Packing Co. will enlarge its plant by erecting a three-story building of brick, 90x160 feet, to cost \$25,000; later on the company will manufacture fertilizers.

Chattanooga—Hosiery Mill.—Garnett Andrews, Jr., Morgan Llewellyn, A. B. Andrews, R. T. Isbeter and W. A. Sadd have incorporated the Ocoee Hosiery Mills, with capital stock of \$25,000, for establishment of a hosiery mill.

Chattanooga—Medicine Factory.—The L. Gerstle Medicine Co. will erect a new building and double the capacity of its medicine factory.

Chattanooga—Glass Factory.—W. A. Dazell of Findlay, Ohio, says there is no foundation whatever for the recent report that he is to be interested in a glass factory at Chattanooga.

Dickson—Stock-yards, etc.—G. W. Dodson and associates will organize a \$100,000 stock company for the establishment of stock-yards, erection of warehouse and department store.

Harriman—Coal Mines.—It is reported that the Southern Land & Trust Co. will reorganize and open coal mines and begin other enterprises on the Cumberland plateau. The company is said to control several hundred thousand acres of land. Among those interested are D. Hungerford of Glen Mary, Tenn.; J. W. Mayfield and Z. T. M. Eder of Atlanta, Ga.; J. D. Buck, W. R. Griffith, R. W. Martin and others of Harriman.

Knoxville—Knitting Mill.—J. T. Brownlee and associates will organize a \$50,000 stock company to establish a knitting mill for making underwear.

Knoxville—Lumber Mill.—The Youmans Lumber Co. has been incorporated, with capital stock of \$25,000, by George Brown, T. J. Youmans, W. S. Kennedy and others.

Memphis—Furniture Company.—The Bodkin-Campbell Furniture Co. has been incorporated, with capital stock of \$10,000, by C. H. Bodkin, H. G. Campbell, James F. Hunter, J. C. Tucker and others.

Murfreesboro—Lumber Mill.—W. B. Earhman & Co. will rebuild their lumber mill recently burned.

Nashville—Mercantile.—Chartered: The Handley-Goodman Grocery Co., with capital stock of \$20,000, by John L. Handley and others.

Nashville.—Chartered: The Nashville Towboat Co., with capital stock of \$10,000, by Thos. Nolan, E. T. Lewis, W. H. Sneed and others.

Vaughtsville—Iron-ore Mines.—The Doe Mountain Mining & Manufacturing Co., Bristol, Tenn., recently reorganized with increased capital, is preparing to conduct extensive mining operations at Vaughtsville; ore washers and other equipment are being installed.

Woody—Coal Mines.—The Campbell Coal & Coke Co., R. O. Campbell, president, 40 North Broad street, Prudential Building, Atlanta, Ga., will equip its mines near Woody with machinery for a capacity of over 500 tons per day.

TEXAS.

Beaumont—Sewerage and Street Improvements.—The city will hold an election on September 11 to decide the issuance of \$115,000 of bonds for permanent sewerage and street improvements. Address "The Mayor."

Colorado—Salt Works.—S. B. Brand has purchased the salt works of the Fort Worth Salt Co. for \$11,000, and will operate same.

Como—Lumber Company.—B. A. Ludlow and others have incorporated the Texas Hardwood Lumber Co., with capital stock of \$30,000.

Corsicana—Oil Lands.—S. G. Fullerson has purchased and will develop oil-bearing lands.

Corsicana—Refinery and Pipe Line.—It is reported that a pipe line and an oil refinery will be constructed. For particulars address Dr. S. W. Johnson.

Fort Worth—Electric-power Plant.—The Glenwood & Polytechnic College Street Railway Co., J. T. Voss, president, expects to establish two power-houses.

VIRGINIA.

Alexandria—Contracting.—Chartered: The Tair-Burrows Contracting Co., with capital stock of \$10,000, by G. L. Tait, J. L. Tait of Washington, D. C.; H. T. Burrows of Tenleytown, D. C., and others.

Broadway—Brick and Tile Works.—The Appomattox Brick & Tile Co., reported recently under Norfolk as incorporated for the manufacture of brick and tile, has purchased a plant manufacturing 25,000 brick per day at Broadway; D. J. Turner, secretary, 501 Columbia Building, Norfolk.

Critz—Gold Mine.—Wm. S. Floyd of Winston, N. C., is developing silvinitic granite quartz and will build a plant of 200 and 400 tons per day of twenty-four hours for taking out the gold from quartz by the cyanide process. Address Hotel Phoenix.

Emporia—Cotton Mill and Water-power Development.—The Meherrin Power Co., which organized last year to develop water-power for operation of cotton mill to be built, expects to construct its dam this fall; the installation of transmission machinery, cotton factory, etc., will follow. Address company, care of W. Samuel Goodwyn.

Grayson—Cotton Mill.—It is reported that Northern parties have purchased land and water-power near Grayson Springs, and will erect a 5000-spindle cotton mill. Names of interested parties will be announced later.

Manchester—Electric Plant.—The Richmond Electric Co. has awarded contract to J. T. Wilson of Richmond, Va., for erection of building for its proposed plant; to be of brick, 12x100 feet, and cost \$10,000.

Newport News—Car Barn and Shops.—The Citizens' Railway, Light & Power Co. has purchased site and will erect soon its proposed car barn and shops; estimated cost \$15,000.

Newport News—Traveling Crane.—The Chesapeake & Ohio Railroad Co. has awarded contract for construction of a 60,000-pound crane at its terminals at Newport News; electricity will be the motive power; G. W. Stevens, general manager, Richmond, Va.

Norfolk—Woodworking Factory.—The Norfolk Furniture and Woodworking Mills has been incorporated for the manufacture of furniture and other articles of wood, etc. Address Rufin Roles, manager.

Norfolk—Ice Factory.—The Norfolk Crystal Ice Co. has been incorporated to manufacture ice, furnish cold storage, etc., with capital stock of \$100,000; capacity to be 75 to 100 tons. C. A. Woodward is president; J. E. Etheridge, vice-president, and Washington Taylor, secretary. Address the president.

Norfolk—Fertilizer Factories.—The F. S. Royster Guano Co. has been incorporated, with capital stock of \$1,000,000, and F. S. Royster, president, and C. H. Burroughs, vice-president and secretary. Company has organized to consolidate the F. S. Royster Guano Co. of North Carolina, the Columbia Guano Co. of Norfolk and the Atlantic Chemical Co. of Norfolk, which are known as the Royster interests. It is said that the company intends to build another large plant to supply its increasing trade in South Carolina and Georgia.

Norfolk—Supply Company.—The Builders' Supply Co. has been chartered, with capital stock of \$100,000, to manufacture and sell machine-mixed mortars, etc., by J. S. Newcomer, A. P. Page, J. E. Heath and others.

Petersburg—Peanut Factory.—A company has been organized and secured building which it will improve and enlarge at a cost of \$50,000 as a peanut factory. New machinery will be installed. O. A. Sledge of Norfolk is interested.

Portsmouth—Knitting Mill.—W. T. Pullen of New York is investigating with a view of locating a knitting mill at Portsmouth.

Portsmouth—Bridge.—The Seaboard Air Line will build a 90-foot girder bridge over Tarrara creek; Wm. W. Gwathmey, chief engineer.

Richmond—Blank-book Factory, etc.—E. M. Epps (address care of the Queen City Printing & Paper Co. of Charlotte, N. C.) will establish a blank-book manufactory in Richmond.

Richmond—Clothing Factory.—The Pythian Calanthe Industrial Co. has been incorpo-

rated to manufacture military clothing and regalia and for other purposes; capital stock is from \$10,000 to \$25,000. John Mitchell, Jr., is president; W. F. Graham, vice-president, and Thomas M. Crump, secretary.

Richmond—Iron-refining Plant.—The American Metal & Refining Co. has been incorporated for refining iron by the patent process of Dr. Otto Meyer. Simon M. Block is president; Isaac M. Marcuse, vice-president; Moses M. Marcuse, secretary and treasurer. The capital stock is \$100,000.

Stuart—Water-works.—The city has voted for the construction of a system of water-works. Address "The Mayor."

Wheaton—Packing Company.—The Wheaton Packing Co. has been incorporated, with capital stock of \$50,000, by J. H. Wheaton, E. B. Blackman, F. G. Langford and others.

WEST VIRGINIA.

Beckley—Saw-mill and Grist Mill.—Snuffers Bros. have established a steam saw-mill, and contemplate adding planing mill and grist mill later on.

Benwood—Coke Ovens.—It is reported that the Smet-Solvay Company of Syracuse, N. Y., will build 120 and perhaps 140 additional coke ovens at Benwood.

Clifton—Coal Mines.—The Tompkins Coal & Manufacturing Co. has been incorporated for the development of coal mines, etc., by E. W. Tompkins, M. L. Dreisach, F. J. Kroop, Lewis Jones and D. Honeywell, all of Wilkesbarre, Pa.; authorized capital \$500,000.

Harrison County—Coal Mines.—O. P. Markle of Uniontown, Pa., has leased coal lands in Harrison county and will build a \$15,000 plant for beginning operation at once; annual production will be about 20,000 tons.

Morgantown—Pumping Station.—The Standard Oil Co. states it does not anticipate any extensive improvements at Morgantown, as had been recently reported.

Point Pleasant—Telephone Construction.—J. P. Tippet and E. J. Mossman have incorporated the Mason County Telephone Co., with authorized capital of \$25,000, for construction of telephone system.

St. Mary's—Water-works.—The city will hold an election to decide the issuance of \$12,000 of bonds for construction of a system of water-works. Address "The Mayor."

Webster County—Coal Mines.—Eastern parties, represented by E. M. Holiday of Wheeling, W. Va.; W. W. Scott of Bridgeport, Ohio, and W. G. Forgie of Washington, Pa., have purchased 55,000 acres of coal and timber lands in Webster county for \$250,000.

Wellsburg—Electric-light Plant.—The Wellsburg Electric Light, Heat & Power Co. will install additional machinery to increase capacity of its plant; machinery includes a 100-horse-power gas engine.

Wheeling—Gold Mines.—The Sterling Gold Co. has been incorporated to conduct general mining business, with capital stock of \$1,000,000, by I. B. Hamilton of Los Angeles, Cal.; J. C. Brady, N. C. Hubbard, J. W. Ewing and J. Arbenz, all of Wheeling.

Wheeling—Roof and Cornice Company.—The Wheeling Roofing & Cornice Co. has organized, with A. A. Horcher, president; A. A. Wagner, vice-president; T. G. Cupp, general manager, and G. C. Jansen, secretary and treasurer, and a capital stock of \$50,000.

BURNED.

Greenville, Tenn.—Geo. B. Lyons' wood-working factory; loss \$7000. Samuel Peters' blacksmith shop; loss \$4000. R. P. Conn's saddlery and tannery; loss \$5000.

Memphis, Tenn.—Globe Iron Works damaged; loss between \$5000 and \$10,000.

Paris, Texas.—Paris Milling Co.'s flour mill damaged by boiler explosion; estimated loss \$7500.

Sandersville, Ga.—S. G. Lang's machine shops; loss \$4000.

Shreveport, La.—H. Rose's candy factory; estimated loss \$10,000.

BUILDING NOTES.

Anniston, Ala.—Courthouse. — Calhoun county is preparing to build its proposed \$10,000 courthouse. Plans have been prepared and site secured. Address "County Clerk."

Atlanta, Ga.—Church. — The Grace Methodist Episcopal congregation will purchase site for \$10,000 and erect a \$25,000 structure. Address Rev. James E. Dickey, pastor.

Atlanta, Ga.—Synagogue. — The Ahavath Achim congregation will erect a \$10,000 synagogue. Address T. Wineberg, 191 Decatur street.

Baltimore, Md.—Theater. — George R.

Blanchard has purchased buildings 414 and 416 East Baltimore street for \$20,000, and will convert them into a museum and theater.

Baltimore, Md.—Residence.—Hugh L. Bond will build \$5000 residence.

Baltimore, Md.—Church.—Second Church of Christ (Scientist) will build an edifice to cost \$25,000, with \$10,000 chapel attached. Building will have hot-water heating system, gas and electric fixtures, etc. Address Herman S. Hering, care of Second Church of Christ, 1213 North Charles street.

Birmingham, Ala.—Building.—The Louisville & Nashville Railroad Co. will enlarge its building on Morris avenue by erection of two additional stories and an extension of from 100 to 120 feet; H. M. Smith, president, Louisville, Ky.

Catonsville, Md.—Cottage.—David E. Evans will build a \$20,000 cottage.

Clarksville, Tenn.—Temple.—The Masonic Temple Co. has awarded contract for the erection of its proposed three-story building to G. B. Wilson & Co.

Columbia, S. C.—Penitentiary Improvement.—The contract for improving the State Penitentiary has been awarded to John Milady at \$13,500; improvements include steam heating, etc.

Columbia, S. C.—Station, etc.—The Seaboard Air Line will build new passenger station at Columbia to cost \$6000 and a \$15,000 roundhouse; E. St. John, general manager, Portsmouth, Va.

Crowley, La.—Warehouse.—The National Rice Mill Co. will build an additional warehouse 50x200 feet.

Dallas, Texas.—Library Building.—The plans of Marshal R. Sanguinet of Fort Worth, Texas, have been adopted for the Dallas Carnegie Library, as reported lately; will be a \$50,000 building, built of Bedford stone and gray brick and terra-cotta, fireproof and heated by steam.

Hagerstown, Md.—Library.—S. L. Lamkin has received contract for erection of the Hagerstown Free Library, plans for which were prepared by Bruce Price of New York, and call for a two-story building of Indiana limestone, 61x52 feet, to cost \$25,000; Edward W. Mealy and others, building committee.

Jackson, Miss.—Office Building, etc.—The Jackson Opera House Co. has been organized to build opera-house and office building; cost about \$35,000; seating capacity 1500 and site 80x160 feet. Company invites plans and specifications until September 10. Address Robert M. Mims, chairman building committee.

Johnson City, Tenn.—Office Building.—Wm. E. Uptegrove & Bro. are having plans made by C. G. Mitchell for erection of a brick office building.

Kansas City, Mo.—Building.—The Fred Helm Brewing Co. will, it is said, have plans made by Huckle & Sexton for the erection of an 11-story steel, iron, marble and stone structure, 150x115 feet, and to contain eight elevators, electric light, heat and ventilating plants; cost estimated at \$350,000.

Kansas City, Mo.—Hotel.—Adrianne Van Brunt has prepared plans for enlarging the Hotel Brunswick at a cost of \$75,000.

Knoxville, Tenn.—College.—Holbrook Normal College will rebuild its buildings burned at a loss of \$50,000.

Lexington, Ky.—Courthouse.—An ordinance has been introduced in the city council asking for an appropriation of \$200,000 for the erection of a new courthouse. Address "The Mayor."

Louisville, Ky.—Warehouse.—The Armour Packing Co. of Chicago and Omaha will erect a building in Louisville; R. W. Rollins, local manager.

Louisville, Ky.—Residence.—J. J. Gaffney has made plans for residence for Mrs. C. J. Rodemaker.

Louisville, Ky.—Dwellings.—J. B. Hutchings has made plans for two dwellings for J. S. Phelps.

Natchez, Miss.—School.—The city will call for bids on the erection of a \$25,000 school building, two stories, with basement. Address "The Mayor."

New Decatur, Ala.—Lodge Building.—Hermione Decatur, No. 16, Knights of Pythias, will build a hall.

Paducah, Ky.—Hospital Addition.—The Illinois Central hospital board will advertise for bids for enlarging hospital; a duplicate of present building will be erected at a cost of \$30,000. Address General Manager Gillense.

Ruston, La.—Dormitory.—A three-story dormitory will be erected to the Industrial Institute of Ruston; plans were prepared by N. S. Allen of Shreveport. Address J. C. Pugh, chairman building committee, care of Ruston State Bank.

26th Boston, Va.—Temple.—R. R. Noblin,

chairman committee, will receive until September 1 sealed bids for the erection and completion of a Masonic temple. Certified check to amount of 1 per cent. of bid must accompany each bid. Bond required. Plans and specifications can be seen at office of Wm. P. Rose, architect, Raleigh, N. C., and at office of Mr. Noblin. Usual rights reserved.

Spartanburg, S. C.—Hotel.—Site has been purchased for \$10,000 on which will be erected a large hotel. Dr. J. G. Wannamaker can give information.

Washington, D. C.—Buildings.—Robert S. Chew will build two-story frame dwelling, 41x145 feet, to cost \$5500. I. B. Fletcher will build two-story brick dwelling, 19x25 feet, to cost \$3000.

Washington, D. C.—Truckhouse.—Pavarini & Greer have contract at \$16,000 for erection of municipal truckhouse.

Wytheville, Va.—Courthouse.—Proposals will be opened September 28 for the erection of a courthouse for Wythe county, after plans and specifications by Frank P. Milburn of Charlotte, N. C. Plans on file with county clerk, Wm. B. Foster, after September 15. Address the county clerk, or see advertisement in Manufacturers' Record.

RAILROAD CONSTRUCTION.

Railways.

Abingdon, Va.—The Virginia Carolina Railroad Co. has completed one mile of track, and it is stated will have the entire line in operation by December 1. The distance is seventeen miles. W. E. Mingea is president of the company.

Allendale, S. C.—W. H. Wells, engineer of the Southern Railway Co., advises the Manufacturers' Record that about twenty-five miles of the extension between Allendale and Hardeeville have been graded. Track-laying is to begin at once on this portion. The entire length of the extension is fifty-two miles.

Arlington, Ga.—The report that the Central of Georgia Railway Co. has surveyed an extension between Arlington and Dawson has been confirmed, but it is officially stated that no decision as to its construction has been reached as yet.

Athens, Ga.—It is reported that the Seaboard Air Line Railway Co. is considering the construction of a line from Greenville, S. C., to Athens by way of Anderson, S. C., and Hartwell, Ga. The estimated distance is eighty-five miles. The Manufacturers' Record is informed that preliminary surveys have already been made. John Skelton Williams at Richmond is president of the company.

Athens, Texas.—Surveys are being completed for the extension of the Texas & New Orleans division of the Southern Pacific system from Rockland to Athens by way of Jacksonville, a distance of 130 miles. J. T. Mahl at Houston, Texas, is engineer.

Berkley, Va.—It is reported that the Berkeley Street Railway Co. is interested in the River Front Electric Railway, and will build it. The line will extend to Gilmerton, a distance of four miles. Horace L. Williams at Portsmouth, Va., may be addressed.

Biloxi, Miss.—The people of Long Beach have voted in favor of adding the Gulf Coast Electric Railroad, recently referred to in the Manufacturers' Record. This line will be about thirty-two miles long. W. L. Covel is general manager of the company.

Centerville, Fla.—It is reported that a company may be formed to build a railroad between Sumterville and Centerville.

Chapel Hill, N. C.—The plan to build an electric line from Chapel Hill to Durham has been revived, and it is stated that Dr. T. Pratt, one of the promoters, is negotiating with Northern parties to aid the project.

Danville, Va.—It is reported that a plan is being agitated for a line from Montvale to Danville, a distance of sixty miles. B. W. Arnold of Montvale and W. R. Mitchell of Danville are reported as interested in the project.

Denton, Texas.—The business men of Denton are agitating the construction of a road from McKinney to Denton, a distance of thirty miles. A. E. Graham and J. F. Edwards are among the principal promoters.

Dothan, Ala.—The Chattanooga & Gulf division of the Central of Georgia system has been completed from Dothan to Hartford, and it is expected to begin train service from Columbia to Hartford in a few days. John M. Egan at Savannah, Ga., is president of the company.

Dothan, Ala.—A report is current that the Central of Georgia Railway Co. has determined to build its Chattanooga & Gulf division, now under construction, to Pensacola,

Fla. It has been completed between Columbia and Hartford, Ala. John M. Egan, at Savannah, is president of the company.

Fairfax, W. Va.—It is reported that the Wilson Lumber Co. of Wilson, W. Va., has decided to build a narrow-gauge railroad about ten miles long to reach timber land in the vicinity of Fairfax. Construction on the line has already begun.

Hartwell, Ga.—A correspondent of the Manufacturers' Record writes that the business men of the town are agitating the reconstruction of a narrow-gauge line about ten miles in length, which gives Hartwell a connection with the Southern system. If this plan is not carried out the plan of building a connection to the Seaboard Air Line may be taken up. D. C. Alford is one of the parties interested.

Knoxville, Tenn.—The Southern Railway Co. announces that the contract for building the branch of the Knoxville & Augusta division to Gamble's Store, nine miles, has been let to W. J. Oliver & Co.

Little Rock, Ark.—It is stated that the Little Rock, Iron Mountain & Southern Railroad Co. will expend about \$200,000 in improving the section between Little Rock and Pine Bluff. The work includes regrounding the roadbed at several points. Russell Harding, at St. Louis, Mo., is vice-president of the company.

Little Rock, Ark.—The Arkansas & Missouri Railroad Co. has secured a charter to build a line over the route between Little Rock and Springfield. The estimated length of the road is 212 miles and the company is capitalized at \$4,000,000. W. B. Worthen is president; James E. Fones, vice-president; Oscar Davis, secretary, and T. L. Cox, treasurer of the company.

Lynchburg, Tenn.—F. B. Smith, secretary of the Wartrace & Lynchburg Railroad Co., writes the Manufacturers' Record that a contract has been let to Charles S. Northrop to construct this line. It is to be built as soon as possible, and will be eighteen and one-half miles in length. Mr. Northrop's address is No. 324 Western Union Telegraph Building, Chicago. L. B. Fuller is chief engineer.

Marfa, Texas.—The report is current that the Southern Pacific Railway Co. has decided to build a branch from Marfa to a point near the border of Texas and Mexico, a distance of fifty miles. J. T. Mahl, at Houston, Texas, is engineer.

Memphis, Tenn.—It is reported that the Illinois Central system will be extended to Memphis from Tutwiler, Miss., by building a line to Lake Cormorant, near Memphis, where a connection will be made with the Yazoo & Mississippi Valley division of the Central. The Tutwiler extension will be sixty-one miles long, and is under construction. David Sloan at Chicago is chief engineer.

Monterey, Tenn.—The Nashville, Knoxville & Great Eastern Railroad Co. has been formed, with H. F. Backston, president; W. M. Fields, manager, and E. C. Matson, superintendent. The company proposes constructing a line from Monterey to Jellico, Tenn., by way of Glen Mary.

Morganton, N. C.—The county of Watauga has voted in favor of issuing \$60,000 in bonds in aid of the proposed extension of the Carolina & Northwestern road through the county. L. T. Nichols at Chester, S. C., is general manager. Surveys are now being made through the county.

Murfreesboro, Ark.—The business men of the town are negotiating with the Arkansas Southwestern Railroad Co. to extend its line to Murfreesboro. The road is now in operation between Smithton and Pike City, a distance of thirty-four miles. J. A. Woodson, at Little Rock, Ark., is general manager.

Nashville, Tenn.—R. O. Campbell, president of the Campbell Coal & Coke Co. of Atlanta, confirms the report in the Manufacturers' Record that the Tennessee Central Railroad Co. will construct a branch to the company's mines near Woody, Tenn. The length of the line will be about six miles. Jere Baxter, at Nashville, is president of the railroad company.

Piedmont, W. Va.—It is stated that the Baltimore & Ohio Railroad Co. has decided to build a branch line from Bloomington to reach coal lands near the Savage river. J. M. Graham, at Baltimore, is chief engineer of the company.

San Antonio, Texas.—It is stated that the proposed extension of the Missouri, Kansas & Texas from San Marcos to San Antonio will be by way of New Braunfels, Texas, and that work will begin on the line, which will be fifty miles in length, by September 1. A. A. Allen at Dallas is vice-president.

Shreveport, La.—It is officially announced that tracklaying has begun upon the extension of the Shreveport & Red River Valley

Railroad from St. Maurice, the present terminus of the line, to Bayou Darro, La., a distance of thirty-two miles. It is also stated that surveys have been made from Bayou Darro to Alexandria, a distance of fourteen miles, and that the line may be further extended from Alexandria to Mansura, a distance of thirty-one miles. P. McIlvried, at Shreveport, is general manager of the company.

Spartanburg, S. C.—It is stated that the Spartanburg & Clinton Railway Co. has decided to build its line between the towns mentioned, and that it will soon be ready to make contracts. Hon. John Gary Evans of Spartanburg is one of the promoters. The estimated distance is forty-one miles.

Washington, D. C.—Frederick parties interested in the proposed Washington, Westminster & Gettysburg Railroad Co. have formed a committee to push this project. The committee includes F. D. Smith and John C. Motter.

Street Railways.

Corsicana, Texas.—It is stated that New York parties have become interested in the plan to build an electric railway in Corsicana and will endeavor to obtain a franchise. S. W. Johnson, mayor, has been in correspondence with them.

El Paso, Texas.—It is stated that two different companies are preparing to construct electric street railways in the city. H. M. Rush represents one syndicate and Z. T. White the other.

St. Louis, Mo.—The Street Railway Union of St. Louis has decided to form a company to build an electric system, and has appointed T. E. Edwards, S. O. Collins and others as a committee to organize the company.

Union S. C.—T. C. Duncan, the principal owner of the electric line under construction in Union and vicinity, writes the Manufacturers' Record that about three miles have been completed, and it is expected to finish the road within the coming fall and winter. Its total length is seven miles.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Bag Machinery.—See "Textile Machinery."

Boiler.—Bristol, Va., wishes to purchase a 60 to 80-horse-power boiler for pumping station, water-works. Address H. E. Jones, chairman finance committee.

Boiler.—P. O. Box 284, Richmond, Va., wants prices on second-hand 20-horse-power locomotive, firebox, boiler on skids, complete, ready for use; 35-foot smokestack without inspirator; wants prices f. o. b. Richmond. Boiler wanted to furnish steam for an eight-inch cylinder.

Boiler.—W. N. McAnge & Co., Suffolk, Va., want marine boiler for 10x12-inch engine.

Boilers and Engine.—See "Water-works."

Boiler Equipment.—W. N. McAnge & Co., Suffolk, Va., want outfit for twin-screw boat, engines about 8x10 and boiler to match.

Broom Machinery.—J. H. Partridge, P. O. Box 308, Suffolk, Va., wants to correspond with manufacturers of broom machinery.

Cannery Machinery.—Lodowick J. Hill, 523 Austell Building, Atlanta, Ga., wants to correspond with manufacturers of canning machinery.

Canning Machinery.—R. G. Peiper, Wichita, Kans., wants information regarding an evaporating plant and canning machinery.

Canning Factory.—James F. Buckner, Jr., Louisville, Ky., wants to correspond with manufacturers of cannery equipments.

Chair Machinery.—Farmers' Oil Co., Anderson, S. C., wants to correspond with manufacturers of chair machinery.

Chair Machinery.—The S. S. Furniture Co. of Nashville, Tenn., wants to correspond with manufacturers of chair machinery.

Dredging.—Cassius E. Gillette, captain engineers, Savannah, Ga., will open proposals September 14 for dredging.

Dry-kiln.—J. E. Shelton, Sandy Ridge, N. C., wants dry-kiln and fixtures, with cars and track.

Electricity.—See "Engines."

Elevator.—Greenville Drug Co., Greenville, S. C., is in the market for elevator. Address Bruce & Doster.

Engines.—L. E. Kennedy & Co., 93 Liberty street, New York city, want to purchase Corliss engines or any high-speed engines of large units.

Engines.—Roxboro Manufacturing Co., Roxboro, N. C., wants prices on both steam and gasoline engines; also wants prices as to cost of operating pants factory by electricity.

Engines.—W. H. Aldridge, Beaumont, Texas, wants to investigate gas engines for power to pump water from wells for rice irrigation.

Evaporating Plant.—See "Canning Machinery."

Fire Equipment.—Farmers' Oil Mill Co., Chas. E. Cobb, manager, Anderson, S. C., will buy water tanks and automatic sprinkler.

Furniture.—Supervisors of Scott county, I. M. Nichols, president, Forest, Miss., will receive bids and samples for courthouse furniture until August 24.

Gas Engines.—See "Engines."**Gasoline Engine.—See "Engines."**

Grist Mill.—Snuffers Bros., Beckley, W. Va., will be in the market for 30-inch up-gear portable grist mill, genuine French burr.

Heating and Ventilating.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive proposals until September 4 for furnishing heating and ventilating apparatus complete in place for United States custom-house and postoffice building at Bristol, Tenn., in accordance with drawings and specifications, copies of which may be had at above office or at the office of the superintendent at Bristol.

Heating Equipment.—Geo. W. Campbell & Co., Chattanooga, Tenn., want twenty or thirty second-hand office radiators for steam.

Ice Machinery.—H. L. Tchude, Aberdeen, Miss., wants to correspond with manufacturers of ice machinery.

Ice Machinery.—The Norfolk Crystal Ice Co., C. A. Woodward, president, Norfolk, Va., will be in the market for ice plant of 75 to 100 tons capacity.

Irrigating Plant.—The Black Bayou Irrigation Co., Limited, will want machinery for irrigating lands. Address A. J. Perkins.

Knitting Mill.—O. R. Carver, Roddy, Tenn., wants to correspond with manufacturers of knitting mill machinery.

Laundry Equipment.—C. W. Codfur, care of Montgomery Drug Co., Montgomery, Ala., wants to purchase a steam-laundry outfit.

Lumber-mill Machinery.—W. B. Earthman & Co., Murfreesboro, Tenn., want to purchase machinery for lumber mill.

Machinists.—William A. Ragsdale, 365 Carondelet street, New Orleans, La., desires correspondence relative to the manufacture of a patent cottonseed machine, chiefly of cast iron, weighing 4000 pounds.

Mining Equipment.—Wm. S. Floyd, Phoenix Hotel, Winston, N. C., wants full information regarding the cyanide process of taking out gold from quartz; wants the cost of erecting a complete plant for 200 and 400 tons per day of twenty-four hours.

Oil-mill Machinery.—Taylor Kelly, Eilberton, Ga., is in the market for cottonseed huller and separator.

Pipe.—George F. Payne, 43½ Whitehall street, Atlanta, Ga., wants addresses of manufacturers of the smallest size black-tin pipe.

Power (for Boat).—See "Boiler Equipment."

Railway Equipment.—J. T. Lombard, Hastings, Mich., will be in need of a 36-inch gauge geared locomotive of about fifteen tons weight and from six to eight cars.

Railway Equipment.—Chattanooga Pipe & Foundry Co., Chattanooga, Tenn., is in the market for twenty tons of 25-pound steel rail, new or second-hand.

Saw-mill Machinery.—J. E. Shelton, Sandy Ridge, N. C., wants two planers and saws of different sizes.

Saw-mill Machinery.—Snuffers Bros., Beckley, W. Va., will be in the market for 20-inch cut-off edger, 10-inch solid saws with frames complete; will probably want planers and butchers later on (pony size preferred).

Scales.—Greenville Drug Co., Greenville, S. C., is in the market for scales. Address Bruce & Doster.

Steam Engine.—See "Engine."**Tanks.—See "Fire Equipment."**

Textile Machinery.—J. H. Partridge, P. O. Box 308, Suffolk, Va., wants names of parties

furnishing burlaps and machinery for making bags.

Water Supply.—E. P. Thomas, mayor, Clayton, Ala., will receive sealed bids until August 30 for sinking a six-inch artesian well according to plans and specifications on file.

Water-works.—The Irondale Water, Light & Power Co., F. W. Turpin, secretary, Birmingham, Ala., will receive bids until September 1 for erecting a steel power-house 50x150 feet, equipped with a 2,500,000-gallon compound condensing pump, two 150-horse-power boilers and a 300-horse-power compound condensing engine (Corliss); R. E. Zell, engineer, 2004 Third avenue.

Woodworking Machinery.—Richmond Cedar Works, Richmond, Va., is in the market for a 56 or 60-inch Gerlach or Trevor heading machine.

TRADE NOTES.

"Lythite."—Orders for "Lythite" continue to be received in large numbers from the South. The Frank S. De Ronde Co. of 52 John street, New York, manufactures this cold-water paint, and finds its merits becoming better known. The People's Oil Co. of Lafayette, La., speaks in highest terms of the "Lythite" it used on buildings.

Supplying Europe.—Important shipments of the "Cross Oil Filters" have been made this past month. The orders came from Denmark, Sweden, Spain, France, England and Mexico. Notwithstanding the unsettled condition of Europe, the export business of the Burt Manufacturing Co. continues to increase steadily. The Burt Manufacturing Co. manufactures the oil filter mentioned; factory at Akron, Ohio.

Mineral and Timber Lands.—There are still some valuable timber and mineral lands obtainable in the famous George's Creek region of Allegany county, Maryland. Messrs. George A. Pearce and Robert R. Henderson, trustees, Cumberland, Md., are at present offering a 7880-acre tract. This property is part mountain land, with timber; part coal land and part farming lands. Sale will be held publicly on September 8. Address the trustees for particulars.

Cypress Tanks.—The popularity of cypress tanks is on the increase. Manufacturers of this line of goods find that users are becoming more numerous as the merits of the tank constructed from cypress become better known. Messrs. G. M. Davis & Son of Palatka, Fla., manufacture cypress tanks, and the demand for their product has necessitated the erection of a new and larger factory. The new factory has just been completed, having a ground-floor space of 10,000 feet.

Timber Lands Offered.—One of the most promising offers of timber lands for sale lately announced is that of 3000 acres on the Greenbrier river, in West Virginia. This property contains fine oak, poplar and white pine trees, located on C. & O. Railroad, tracks running through timber for four and one-half miles, and there is river frontage of about four and one-half miles. For full particulars address promptly J. J. Anderson, Spaulding, W. Va., as the time for sale of this timber tract is limited.

Paint-Spraying Machines.—The Star Brass Works, 67 Canal street, Chicago, states that its business in the South lately has been better than ever before. The company manufactures a spraying machine, and finds there is a greater demand for it year by year. Many of these spraying machines are sent out, and a large order just received came from Cape Nome. With this pump white-wash, water paint or a mineral paint can be used as desired. This pump is one of the most useful machines ever placed on the market, and is extensively used throughout the country in factories and buildings of all descriptions. It is said where the machine has been used it has convinced the unbelieving among factories and buildings of all descriptions.

Keep Your Factory Bright and Clean.—During recent years it has been noticeable that employers have taken an increasing interest in their employees. Various improvements have been devised for the comfort and convenience of employees in large factories, and many factory owners have introduced these improvements in their plants. One of the improvements noted has been the betterment of the ceilings and walls in factories. The use of hygienic and light-increasing coatings on factory walls and ceilings increases constantly. As an economical and practical wall and ceiling finish Muresco has been widely used. Muresco is a dry powdered preparation ready for use with the addition

of boiling water, and it can be bought in five-pound cans, in kegs or in barrels from paint dealers. Messrs. Benjamin Moore & Co. of 244 Water street, Brooklyn, N. Y., manufacture Muresco. Address them for literature concerning this coating.

General Power Company's Manager.—The perfect utilization of power is a desideratum that is constantly bringing into public favor new systems of power production. The General Power Co. of New York city is one of the most recent companies in this class. Its Secor internal combustion engine is adapted to using either gas or kerosene oil, and combines advantages that will appeal to all users of power. Charles Hansel has just accepted the position of general manager of this company, and calls the attention of his many friends in the railway service to his new connection. Railway men interested in any improvement in power for general service, electric lighting, pumping or the like are invited to obtain particulars of the General Power Co.'s methods and machinery. Company's office is in the Woodbridge Building, 100 William street.

Strayer's Business College.—The modern business college is an institution that came into existence as the result of demand. To enter into business life direct from school naturally entails upon one to commence at the lowest position in the routine of mercantile or manufacturing life; whereas, with the possession of rudimentary knowledge and of the modern requirements that exist, a beginner in the business world is enabled to much more quickly advance his interests and enter upon the higher positions in the conduct of affairs. The modern business college aims to instruct its students in those important adjuncts of business life, shorthand, typewriting, bookkeeping, business arithmetic (rapid calculations), penmanship, correspondence, business forms, business law and the use of office appliances. In 1882 Mr. S. Irving Strayer established in Baltimore, Md., a business college. Known as Strayer's Business College, and started in a small way, this institution has rapidly advanced, and because of its founder's thorough knowledge of business life and the best methods of transmitting this knowledge to students, the school has attained its present proportions. These proportions are said to be of much greater extent than any of its class in the South. Students from outside the city are offered additional advantages in the nature of a school boarding-house, where the charges are merely nominal. The fees for the various courses in a college are most equitable. Handsome catalogue furnished on request.

TRADE LITERATURE.

Electric-power for Printing.—Electrical power is finding its way into every kind of industrial establishment. Among these is the printing-office and book-binding plant. The Sprague Electric Co. of 527 West Thirty-fourth street, New York, manufactures special motor equipments for printing establishments and book binderies, and a complete catalogue of its electric motors in the art of printing is now ready. Interested parties may ask for "Bulletin No. 200."

Heating by Warm Air.—The installation of heating apparatus and ventilating system is an important subject. Whether for the small or the large building the selection of heating equipments requires the utmost care in order that thorough satisfaction may be derived. The Stanton Heater Co. of Martin's Ferry, Ohio, manufactures the "Stanton Seamless Warm-Air Furnace," an equipment for which many advantages are claimed. The company issues a complete catalogue illustrative and descriptive of its apparatus. Copies on application.

Twist Drills.—The manufacture of machinery and mechanical apparatus of numerous kinds requires a most comprehensive line of tools and machines. The finer grades of tools have been, as have so many other articles of manufacture, supplied by American manufacturers. The machine tools have found a prominent place in the leading shops of the world. The Morse Twist Drill & Machine Co. of New Bedford, Mass., has been for some years one of the leading makers in the twist-drill line. The company manufactures increase and constant angle twist drills, chucks, reamers, milling cutters, taps and dies and machinists' tools generally. The machinist who is prepared to keep pace with the improvements of the day and have on hand only the very best and latest machine tools for the facilitation of his work will not fail to inspect the Morse Company's catalogue. The 1300 catalogue is most complete in its character, with illustrations, prices and descriptions.

Pins, Brackets and Cross-Arms.—The extension of wiring for telephoning, telegraphing, electric lighting, electric-power service and other purposes makes a constant and increasing demand for the pins, brackets and cross-arms that are utilized in hanging the wires. Not only, for new lines of wire, but for repairs to old lines, does the demand continue for these wooden supplies. The manufacture of pins, cross-arms and brackets from wood has been a source of profit to a number of American manufacturers, their trade extending to all parts of this country and to foreign countries. Machinery for manufacturing insulator pins, brackets and cross-arms is built by the Chattanooga Machinery Co. of Chattanooga, Tenn. This company has issued a complete illustrated catalogue telling of its machines and referring to the possibilities of success in this branch of manufacture. Catalogues sent on request.

Brick-Making by Stiff-Mud Process.—The system of making brick by the stiff-mud process has been one of the successful introductions of recent years. The process has proved itself both desirable and profitable; it is claimed to save from 20 to 40 per cent. of labor, and makes a perfectly homogeneous brick. Bricks made by the process have been found to be very durable. The C. W. Raymond Co. of Dayton, Ohio, builds a line of machinery adapted to the stiff-mud process, and its claims for this process and the Raymond machinery are such as to make it advisable for every prospective brick-maker to investigate their equipments before he places orders for machinery. Not only the prospective maker, but the present maker contemplating the enlargement or improvement of his plant is invited to investigate the Raymond Company's apparatus. New catalogue just issued describes the equipments in detail and presents illustrations of interest.

Asbestos Materials.—The utilization of asbestos in the manufacture of various articles has been one of many developments of the present industrial era. The satisfaction derived from the use of asbestos materials has increased constantly, until today a wide market is found for asbestos products. The H. W. Johns Manufacturing Co. of 100 William street, New York, comprises a line of asbestos goods with its other products. A catalogue of these asbestos goods shows many well-known articles for mechanical, structural and household purposes constantly wanted everywhere. Consumers are especially asked to direct their attention to the company's claim that it is prepared to demonstrate that manufacturers, builders, railroad companies and others can save from 10 to 25 per cent. of customary outlays by the use of Johns' asbestos steam pipe and boiler coverings, steam packings, etc. The company's handsome new catalogue, with its asbestos cover, can be obtained on application. The various articles are illustrated, described and priced, while some perfect photographic pictures show many prominent buildings and factories which have used H. W. Johns Manufacturing Co.'s products.

Regarding Mechanical Draft.—Messrs. Mills and Rowan, in their exhaustive work on chemical technology, make the following pertinent statements regarding the subject of mechanical draft: "The principles of what is now becoming well known under the name of 'forced combustion' have been repeatedly advocated during past years by those who have devoted thought and study to the subject. The position assumed by them—which is now finding favor amongst engineers—has been, in brief, that the air supply required for combustion in furnaces can be more economically furnished by mechanical power than by the action of chimneys, and that the mechanical method has other advantages which enable it to be preferred to the one which is older but more imperfect. One of these advantages is the higher temperature of combustion, which is equivalent, with a boiler of good design, to an increased evaporative power of the boiler, or to increased evaporative effect for the fuel. Another advantage, which has not been fully realized in any plan as yet introduced in practical work, is that the rate of travel and escape of flame and hot products of combustion is under control. It is thus possible to cool them more completely than can be done when chimney draft is used, and this means a saving of heat which would otherwise be uselessly dissipated. Mechanical or artificial draft thus presents to us a method of economically furnishing the air supply to furnaces and producing a more efficient combustion temperature, while it also renders possible further economies due to retarding the movement and escape of hot gases, and to preliminary heating of the air supply by waste heat or otherwise."

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

New Southern National Banks.

The increase in banking facilities in the South since January 1 is very notable. According to a report of the comptroller of the currency, eighty-five national banks have been authorized to begin business in the South and Southwest, including the Territory of New Mexico. They have a combined capital of \$5,700,000. In Texas alone twenty-four banks have been established, with an aggregate capital of \$900,000. The record for other Southern States is as follows:

Alabama one bank, with a capital of \$50,000; Georgia four, with a combined capital of \$650,000; Kentucky eight, with \$1,970,000; Virginia seven, with \$250,000; West Virginia four, with \$205,000; Maryland four, with \$220,000; North Carolina two, with \$50,000; South Carolina two, with \$60,000; Tennessee one, with \$50,000.

New Corporations.

Edgar Painter and others of Louisville, Ky., have organized the Aetna Investment Co. in that city with \$10,000 capital stock.

The bank recently organized at Crisfield, Md., is to be capitalized at \$25,000, and will begin business about September 1.

It is reported that E. W. James of Blakely, Ga., is interested in the organization of a national bank at Pensacola, Florida.

D. P. Haritey has been elected president of the First National Bank, recently organized at Batesburg, S. C., with \$25,000 capital stock.

The Citizens' Bank is the title of the institution recently organized at Morgantown, W. Va., with \$25,000 capital. D. Clark Hoffman is cashier.

S. W. and T. S. Anderson of Owensboro, Ky., are interested in the Daviess Banking & Trust Co., recently organized in that town with \$50,000 capital stock.

New Securities.

The Bank of Greenwood, Miss., has purchased an issue of \$15,000 in 5 per cent. school bonds of this town at par.

The people of West Plains, Mo., have voted in favor of issuing \$27,500 in improvement bonds. Address the mayor.

The town of Whitewright, Texas, has voted in favor of issuing \$7500 in 4 per cent. bonds. The mayor may be addressed.

The town of Morrilton, Ark., solicits bids for the purchase of \$32,000 in 5 per cent. improvement bonds. The mayor may be addressed.

Bids will be received until September 10 for the issue of \$150,000 in 4 per cent. improvement bonds of Dallas, Texas. The mayor may be addressed.

A syndicate of Missouri bankers has purchased the issue of \$50,000 in 4 per cent. bonds of Lawrence county, in that State. The price paid was 103 and interest.

The State authorities have approved an issue of \$13,500 worth of bonds for Dickens county, Texas. The board of commissioners may be addressed at Dickens, Texas.

An issue of \$14,500 in refunding bonds of El Paso county, Texas, has been approved by the State authorities. The commissioners may be addressed at El Paso, Texas.

Jackson county, Texas, will probably

place on sale an issue of \$15,000 in bonds in the near future. The board of commissioners may be addressed at Edna, Texas.

Bids will be received until October 1 for the issue of \$15,000 of bonds of Laurens county, South Carolina. The board of commissioners may be addressed at Laurens.

Bids will be received until September 1 for the issue of \$17,000 in improvement bonds of the town of Kirkwood, Mo. The bonds will bear 4 per cent. interest. J. G. Hawken, city clerk, may be addressed.

The town of Laurel, Md., will probably place an issue of \$45,000 in improvement bonds upon the market in the near future. The securities will bear 4 per cent. interest. The mayor may be addressed.

The Bank of Winona, Miss., also the Citizens' Bank of the same town, have increased their capital from \$50,000 to \$100,000 each. The increase in capital has been necessitated by demands of business.

The city of Bristol, Tenn., has decided to again offer its issue of bonds, and will receive bids until September 15 for \$25,000 worth; \$10,000 will bear 5 per cent. interest and \$15,000 6 per cent. interest. The bonds will be used for various improvements. H. E. Jones is chairman of the finance committee.

Dividends and Interest.

The Baltimore Fire Insurance Co. has declared a dividend of seventy-five cents per share.

The Kansas City, Fort Scott & Memphis Railroad Co. has declared a dividend of 4 per cent. on its preferred stock.

The Kansas City, Memphis & Birmingham Railroad Co. has voted to pay 5 per cent. on its income bonds. This is an increase of 2 per cent. over last year.

Financial Notes.

The Kentucky Investment Co. of Lexington, Ky., has been authorized to change its name to the Kentucky Savings Co.

In 113 of the 137 counties of Georgia the increase this year in the value of taxable property has been \$10,756,225 over that of last year.

The stockholders of the Citizens' Trust & Deposit Co. of Baltimore have ratified the decision of the directors to reduce the capital from \$2,000,000 to \$1,500,000.

The city of Atlanta, Ga., recently borrowed \$75,000 at the low rate of 2 per cent. from Mr. H. M. Atkinson of Atlanta, representing the Southern Banking & Trust Co.

Messrs. Steiner Bros. have made an agreement with the city authorities of Birmingham Ala., to take the proposed issue of \$260,000 in bonds in exchange for interest coupons of the same amount. The purchasers have also agreed to exchange \$50,000 worth of Birmingham bonds bearing 7 per cent. and 8 per cent. interest for a similar amount at 5 per cent.

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending August 14.

| | Bid. | Asked. |
|--------------------------------|---------|---------|
| Abbeville Cotton Mills (S. C.) | 98 | 100 |
| Aiken Mfg. Co. (S. C.) | 96 | 99 |
| American Spinning Co. (S. C.) | 100 | 102 |
| Anderson Cotton Mills (S. C.) | 124 | 130 |
| Arcade Cotton Mills (S. C.) | 100 | 103 |
| Arkwright Mills (S. C.) | 125 | 130 |
| Augusta Factory (Ga.) | 83 | 85 |
| Avondale Mills (Ala.) | 85 | 86 1/2 |
| Belton Mills (S. C.) | 104 1/2 | 105 1/2 |
| Bennettsville Mfg. Co. (S. C.) | 110 | 115 |
| Cabarrus Cotton Mills (N. C.) | 150 | 160 |
| Cannon Mfg. Co. (N. C.) | 160 | 185 |
| Clifton Mfg. Co. (S. C.) | 185 | 190 |
| Courtenay Mfg. Co. (S. C.) | 118 | 120 |
| Darlington Mfg. Co. (S. C.) | 97 | 98 1/2 |
| Delgado Mills (N. C.) | 101 | 102 |
| Dilling Cotton Mills (N. C.) | 104 | 107 |
| Engle & Phenix Mills (Ga.) | 105 | 108 |
| Edna Cotton Mills (N. C.) | 120 | 125 |
| Enoree Mfg. Co. (S. C.) | 120 | 126 |
| Enterprise Mfg. Co. (Ga.) | 100 | 104 |

| | | |
|------------------------------------|---------|---------|
| F. W. Poe Mfg. Co. (S. C.) Old | 117 1/2 | 119 1/2 |
| Gaffney Mfg. Co. (S. C.) | 122 1/2 | 123 1/2 |
| Granby Mills (S. C.) | 99 | 101 |
| Granby 1st Pfd. (S. C.) | 103 | 106 |
| Grantville Mfg. Co. (S. C.) | 165 | 168 |
| Greenwood Cotton Mills (S. C.) | 101 | 104 |
| Grendel Mills (S. C.) | 102 1/2 | 103 1/2 |
| Henderson Cotton Mills (N. C.) | 120 | 125 |
| Houlihan Mills (N. C.) | 202 | 207 1/2 |
| John P. King Mfg. Co. (Ga.) | 101 1/2 | 104 |
| Langley Mfg. Co. (S. C.) | 118 | 125 |
| Laurens Cotton Mills (S. C.) | 140 | 145 |
| Lockhart Mills (S. C.) | 110 | 112 1/2 |
| Louise Mills (N. C.) | 120 | 125 |
| Lynchburg Cotton Mill Co. (Va.) | 125 | 130 |
| Lynchburg Cot. Mill Co. (Va.) Pfd. | 145 | 150 |
| Manchester Cotton Mills (S. C.) | 110 | 120 |
| Mayo Mills (N. C.) | 125 | 130 |
| Mills Mfg. Co. (S. C.) | 92 | 98 |
| McColl Mfg. Co. (S. C.) | 123 | 125 |
| Modena Cotton Mills (N. C.) | 140 | 145 |
| Newberry Cotton Mills (S. C.) | 122 | 128 |
| Odell Mfg. Co. (N. C.) | 110 | 113 |
| Orr Mfg. Co. (S. C.) | 104 | 106 |
| Panola Mfg. Co. (S. C.) | 250 | 255 |
| Pelzer Mfg. Co. (S. C.) | 182 | 184 |
| Piedmont Mfg. Co. (S. C.) | 180 | 185 1/2 |
| Raleigh Cotton Mills (N. C.) | 120 | 125 |
| Richland Cotton Mills (S. C.) | 99 1/2 | 101 |
| Roanoke Mills (N. C.) | 106 | 110 |
| Scotland Cotton Mills (N. C.) | 125 | 130 |
| Sibley Mfg. Co. (Ga.) | 85 | 90 |
| Southern Cotton Mills (N. C.) | 132 | 138 |
| Spartan Mills (S. C.) | 132 | 138 |
| Trion Mfg. Co. (Ga.) | 125 | 150 |
| Tuckapaw Mills Co. (S. C.) | 125 | 130 |
| Union Cotton Mills (S. C.) | 131 | 138 |
| Union Cotton Mills (S. C.) Pfd. | 102 | 103 1/2 |
| Victor Cotton Mills (N. C.) | 110 | 100 |
| Victor Cotton Mills (S. C.) | 114 | 114 |
| Warren Mfg. Co. (S. C.) | 85 | 90 |
| Warren Mfg. Co. (S. C.) Pfd. | 101 1/2 | 103 |
| Whitney Mfg. Co. (S. C.) | 125 | 132 |
| Wilmington Cot. Mills (N. C.) Pfd. | 110 | 115 |
| Wiscasset Mills (N. C.) | 121 | 126 |

To Build Factories.

Referring to plans for manufacturing plants in Texas the Buyer and Dry Goods Chronicle of New York says:

"All this is possible, but at the same time it is only made possible by interesting capital sufficiently to cover the necessary expense of erecting manufacturing plants. The State of Texas, in common with other Southern States, has had this opportunity before it for a long while, and it simply remains for the Texan to take advantage of the time and place and so present the matter before capitalists as to convince them of its feasibility."

A Big Dry-Dock.

Discussing the report that the floating dry-dock bought at Havana by the United States will be placed at the Pensacola navy-yard, a dispatch from that city says: "This is the largest floating dock in the world. It was built in 1887 at a cost of \$600,000, and was bought by the United States from Spain for \$250,000. It is 450 feet long, 82 feet wide, weighs 4400 tons, and has a lifting capacity of 10,000 tons. It is easily operated by hydraulic power, being divided into a series of water-tight compartments on each side of the keel, distinct from each other."

Soft-Mud Brick Machinery.—The soft-mud brick-making process is one that has acquired a popularity among manufacturers because of many advantages. One leading feature is the process' simplicity, one to be desired in any mechanical apparatus. The American Clay-Working Machinery Co. of Bucyrus, Ohio, constructs at its shops a complete line of soft-mud brick machinery. This company's line of clay-working machinery includes, in fact, all sizes, styles and capacities in dry-press, stiff-mud and soft-mud processes. Complete catalogue illustrating and describing Eagle steam and horse-power brick machine, revolving dump table, stock brick machine and pug mill, mold trucks, sanding machine and clay disintegrators can be had on application.

Niagara Falls Excursions—Low-Rate Vacation Trips via Pennsylvania Railroad.

The Pennsylvania Railroad Co. has selected the following dates for its popular ten-day excursions to Niagara Falls from Baltimore: July 26, August 9 and 23, September 6 and 20, and October 4 and 18. On these dates the special train will leave Baltimore 9.05 A. M.

Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within ten days, will be sold at \$10 from Baltimore, and at proportionate rates from other points. A stop-over will be allowed at Buffalo, Rochester, Canandaigua and Watkins within the limit returning on the excursions of July 26, August 9, September 6, October 4 and 18.

For the excursions of August 23 and

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September 20 stop-over will be allowed at Buffalo on return trip within limit of ticket.

The special trains of Pullman parlor cars and day coaches will be run with each excursion running through to Niagara Falls. An extra charge will be made for parlor-car seats.

An experienced tourist agent and chaplain will accompany each excursion.

For descriptive pamphlet, time of connecting trains and further information apply to nearest ticket agent, B. Courlander, Jr., passenger agent, Baltimore district, Baltimore, Md., or address Geo. W. Boyd, assistant general passenger agent, Broad Street Station, Philadelphia.